



BOARD OF DIRECTORS 2025

JEFF GEE, CHAIR
MARIE CHUANG, VICE CHAIR
DAVID J. CANEPA
BROOKS ESSER
MARINA FRASER
RICO E. MEDINA
JOSH POWELL
PETER RATTO
JACKIE SPEIER

APRIL CHAN
GENERAL MANAGER/CEO

AMENDED AGENDA

San Mateo County Transit District

Board of Directors Meeting

November 5, 2025, 2:00 pm

Bacciocco Auditorium, 2nd Floor
1250 San Carlos Avenue, San Carlos, CA 94070

Members of the public may attend in-person or participate remotely via Zoom at: <https://us02web.zoom.us/j/81001317517?pwd=6LuOhomk1KpISW9X2CbpthZRGrealA.1> or by entering Webinar ID: **810 0131 7517**, Passcode: **792571** in the Zoom app for audio/visual capability or by calling 1-669-900-9128 (enter webinar ID and press # when prompted for participant ID) for audio only.

Public Comments: Written public comments may be emailed to publiccomment@samtrans.com or mailed to 1250 San Carlos Avenue, San Carlos, CA 94070, and will be compiled and posted weekly along with any Board correspondence. Any written public comments received within two hours prior to the start of the meeting will be included in the weekly Board correspondence reading file, posted online at: <https://www.samtrans.com/meetings>.

Oral public comments will also be accepted during the meeting in person and through Zoom* or the teleconference number listed above. Public comments on individual agenda items are limited to one per person PER AGENDA ITEM. Participants using Zoom over the Internet should use the Raise Hand feature to request to speak. For participants calling in, dial *67 if you do not want your telephone number to appear on the live broadcast. Callers may dial *9 to use the Raise Hand feature for public comment. Each commenter will be recognized to speak and callers should dial *6 to unmute themselves when recognized to speak.

Each public comment is limited to two minutes or less. The Board and Committee Chairs have the discretion to manage the Public Comment process in a manner that achieves the purpose of public communication and assures the orderly conduct of the meeting.

The video live stream will be available after the meeting at <https://www.samtrans.com/about-samtrans/video-board-directors-cac-and-measure-w-coc>.

Note: All items appearing on the agenda are subject to action by the Board. Staff recommendations are subject to change by the Board.

Wednesday, November 5, 2025

2:00 pm

1. Call to Order / Pledge of Allegiance
2. Roll Call
3. Consideration of any requests from Directors to participate remotely due to Emergency Circumstances
4. Report Out from Closed Session at October 8, 2025 Board Meeting
 - 4.a. Closed Session Pursuant to Government Code section 54957(a): Threat to Public Services/Facilities – Consultation with Mehul Kumar, Chief Information and Technology Officer and Steve Thomas, Director for Infrastructure and Cybersecurity
 - 4.b. Closed Session Pursuant to Government Code section 54957(b)(1): Public Employee Performance Evaluation Title: General Manager/Chief Executive Officer
 - 4.c. Closed Session Pursuant to Government Code section 54957(b)(1): Public Employee Performance Evaluation Title: General Counsel
5. Consent Calendar
 - 5.a. Approval of Minutes of the Board of Directors Meeting of October 8, 2025 Motion
 - 5.b. Approve the 2026 San Mateo County Transit District (SamTrans) Board of Directors and Board Committees Calendar Motion
 - 5.c. Accept Statement of Revenues and Expenses for the Period Ending June 30, 2025 Motion
 - 5.d. Accept Statement of Sources and Uses for the Period Ending September 30, 2025 Motion
 - 5.e. Accept Quarterly Investment Report Motion
 - 5.f. Accepting Contracts and Procurement Quarterly Report on Technology Purchases for Fiscal Year 2026 Quarter 1 Motion
 - 5.g. Authorizing the Filing of an Application with the Metropolitan Transportation Commission for Transportation Development Act, State Transit Assistance, Senate Bill 125 and Regional Measure 2 Funds for Fiscal Year 2026 Resolution

Note: All items appearing on the agenda are subject to action by the Board. Staff recommendations are subject to change by the Board.

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|-------|--|---------------|
| 5.h. | Awarding a Cooperative Purchasing Contract to Steril-KONI USA, Inc. to Provide Eleven Sets of Four Mobile Column Bus Lifts for a Total Not-To-Exceed Amount of \$580,103 | Resolution |
| 6. | Public Comment for Items Not on the Agenda
<i>Comments by each individual speaker shall be limited to two (2) minutes. Items raised that require a response will be deferred for staff reply.</i> | |
| 7. | Report of the Chair | Informational |
| 8. | Report of the General Manager/CEO | |
| 8.a. | Report of the General Manager/CEO October 29, 2025 | Informational |
| 8.b. | Monthly Headquarters Construction Status Update | Informational |
| 8.c. | Review San Mateo County Transit District and Peninsula Corridor Joint Powers Board Shared Services Agreement | Informational |
| 8.d. | SamTrans Safety Program Update - Reducing Preventable Accidents | Informational |
| 9. | Recess to Committee Meetings | |
| 10. | Community Relations Committee / Committee of the Whole
<i>D. Canepa (Chair), M. Fraser, J. Speier</i> | |
| 10.a. | Call to Order | |
| 10.b. | Approval of Minutes of the Community Relations Committee Meeting of October 8, 2025 | Motion |
| 10.c. | Accessible Services Update | Informational |
| 10.d. | Citizens Advisory Committee Update | Informational |
| 10.e. | Paratransit Advisory Council Update | Informational |
| 10.f. | Monthly State of Service Report - September 2025 | Informational |
| 10.g. | Receive Update Regarding 2025 Customer Satisfaction Survey and Key Findings | Informational |
| 10.h. | Adjourn | |

Note: All items appearing on the agenda are subject to action by the Board. Staff recommendations are subject to change by the Board.

11. Finance Committee / Committee of the Whole

B. Esser (Chair), D. Canepa, R. Medina

11.a. Call to Order

11.b. Approval of Minutes of the Finance Committee Meeting of October 8, 2025 Motion

11.c. Adopting a New Salary Ordinance and Tables of Position Classifications Including Staff Recommendations from Classification and Compensation Study Motion

11.d. Approving a Community Workforce Agreement with the San Mateo County Building and Construction Trades Council for Construction Work Performed Under Job Order Contracts and on Construction Projects Costing Over \$2 Million Motion

11.e. Receive Quarterly Financial Report Fiscal Year 2025 Quarter 4 Results and Financial Outlook Informational

11.f. Adjourn

12. Legislative Committee / Committee of the Whole

J. Powell (Chair), P. Ratto, J. Speier

12.a. Call to Order

12.b. Approval of Minutes of the Legislative Committee Meeting of October 8, 2025 Motion

12.c. Receive Legislative Update Informational

12.d. Adjourn

13. Strategic Planning, Development, and Sustainability Committee / Committee of the Whole

R. Medina (Chair), M. Chuang, P. Ratto

13.a. Call to Order

13.b. Approval of Minutes of the Strategic Planning, Development, and Sustainability Committee Meeting of October 8, 2025 Motion

13.c. SamTrans Service Policy Framework Update Informational

13.d. Adjourn

14. Reconvene Board of Directors Meeting

15. Matters for Board Consideration: Finance Committee

15.a. Adopting a New Salary Ordinance and Tables of Position
Classifications Including Staff Recommendations from
Classification and Compensation Study Resolution

15.b. Approving a Community Workforce Agreement with the San Mateo
County Building and Construction Trades Council for Construction
Work Performed Under Job Order Contracts and on Construction
Projects Costing Over \$2 Million Resolution

16. Communications to the Board of Directors

17. Board Members Requests

18. Date / Time of Next Regular Meeting: Wednesday, December 3, 2025, at 2:00 pm

The meeting will be accessible via Zoom teleconference and/or in person at the San Mateo County Transit District, Bacciocco Auditorium, 2nd Floor, 1250 San Carlos Avenue, San Carlos, CA. Please see the meeting agenda for more information.

19. Report of the General Counsel

19.a. Closed Session Pursuant to Government Code section 54957(b)(1): Public Employee
Performance Evaluation
Title: General Manager/Chief Executive Officer

19.b. Closed Session Pursuant to Government Code section 54957(b)(1): Public Employee
Performance Evaluation
Title: General Counsel

20. Adjourn

Information for the Public

If you have questions on the agenda, please contact the District Secretary at 650-551-6108. Agendas are available on the SamTrans website at: <https://www.samtrans.com/meetings>. Communications to the Board of Directors can be emailed to board@samtrans.com.

Free translation is available; Para traducción llama al 1.800.660.4287; 如需翻译 请电1.800.660.4287

Date and Time of Board and Citizens Advisory Committee Meetings

San Mateo County Transit District (SamTrans) Board and Committees: First Wednesday of the month, 2:00 pm; SamTrans Citizens Advisory Committee (CAC): Last Wednesday of the month, 6:30 pm. Date, time and location of meetings may be changed as necessary. Meeting schedules for the Board and CAC are available on the website.

Location of Meeting

This meeting will be held in-person at: San Mateo County Transit District, Bacciocco Auditorium, 2nd Floor, 1250 San Carlos Avenue, San Carlos, CA. Members of the public may attend in-person or participate remotely via Zoom as per the information provided at the top of the agenda.

*Should Zoom not be operational, please check online at: <https://www.samtrans.com/meetings> for any updates or further instruction.

Public Comment

Members of the public may participate remotely or in person. Public comments may be submitted by comment card in person and given to the District Secretary. Written public comments may be emailed to publiccomment@samtrans.com or mailed to 1250 San Carlos Avenue, San Carlos, CA 94070, and will be compiled and posted weekly along with any Board correspondence. Any written public comments received within two hours prior to the start of the meeting will be included in the weekly Board correspondence reading file, posted online at: <https://www.samtrans.com/meetings>.

Public comments will also be accepted during the meeting through Zoom or the teleconference number listed above. Public comments on individual agenda items are limited to two minutes and one per person PER AGENDA ITEM. Each online commenter will be automatically notified when they are unmuted to speak. The Board Chair shall have the discretion to manage the Public Comment process in a manner that achieves the purpose of public communication and assures the orderly conduct of the meeting.

Accessible Public Meetings/Translation

Upon request, SamTrans will provide for written agenda materials in appropriate alternative formats, or disability-related modification or accommodation, including auxiliary aids or services, to enable individuals with disabilities to participate in and provide comments at/related to public meetings. Please submit a request, including your name, phone number and/or email address, and a description of the modification, accommodation, auxiliary aid, service or alternative format requested at least 72 hours in advance of the meeting or hearing. Please direct requests for disability-related modification and/or interpreter services to the Title VI Administrator at San Mateo County Transit District, 1250 San Carlos Avenue, San Carlos, CA 94070; or email titlevi@samtrans.com; or request by phone at 650-622-7864 or TTY 650-508-6448.

Availability of Public Records

All public records relating to an open session item on this agenda that are not exempt from disclosure pursuant to the California Public Records Act and that are distributed to a majority of the legislative body will be available for public inspection at 1250 San Carlos Avenue, San Carlos, CA 94070 at the same time that the public records are distributed or made available to the legislative body.

Note: All items appearing on the agenda are subject to action by the Board. Staff recommendations are subject to change by the Board.

**San Mateo County Transit District
1250 San Carlos Avenue, San Carlos, California**

**Board of Directors
DRAFT Minutes of October 8, 2025**

Members Present: D. Canepa, B. Esser, M. Fraser, R. Medina, J. Powell, P. Ratto, M. Chuang (Vice Chair), J. Gee (Chair)

Members Present via Teleconference: J. Speier (arrived at 2:15pm)

Members Absent: None

Staff Present: T. Bartholomew, O. Brown, J. Cassman, A. Chan, T. Davenport, T. Dubost, J. Epstein, S. Kirkpatrick, N. Kramer, L. Lumina-Hsu, J. Mello, J. Nogales-DeGuzman, D. Olmeda, A. Rivas, D. Santoro, K. Shanks, M. Tseng, K. Yin

1. Call to Order / Pledge of Allegiance

Chair Jeff Gee called the meeting to order at 2:00 pm and led the Pledge of Allegiance.

2. Roll Call

Margaret Tseng, District Secretary, called the roll and confirmed that a Board quorum was present.

Item 3 was heard after Item 7.a.

3. Consideration of any requests from Directors to participate remotely due to Emergency Circumstances

Chair Gee noted Director Speier invoked Assembly Bill (AB) 2449 and attended the meeting remotely.

Motion/Second: Medina/Esser

Ayes: Canepa, Esser, Fraser, Medina, Powell, Ratto, Chuang, Gee

Noes: None

Abstain: Speier

4. Consent Calendar

- 4.a. Approval of Minutes of the Board of Directors Meeting of September 3, 2025**
- 4.b. Acceptance of Statement of Revenues and Expenses for the Period Ending August 31, 2025**
- 4.c. Awarding a Contract to Southeast Transit Services LLC for In-Plant Vehicle Inspection and Audit Services for a Total Not-To-Exceed Amount of \$432,350 for a Three-Year Base Term, with up to Two One-Year Option Terms for an Additional Not-To-Exceed Amount of \$375,736 – *Approved by Resolution No. 2025-40***
- 4.d. Authorizing an Amendment to a Contract with Battalion One Fire Protection, Inc. to Provide Testing, Inspection, Certification and Maintenance of Building Fire Protection Systems to Increase the Total Not-to-Exceed Amount by \$100,000 – *Approved by Resolution No. 2025-41***
- 4.e. Award of Contract to Loomis Armored US, LLC for Armored Car Revenue Collection Services for a Total Not-To-Exceed Amount of \$3 Million for a Five-Year Base Term with up to Two One-Year Option Terms for an Additional Not-To-Exceed Amount of \$1.25 Million – *Approved by Resolution No. 2025-42***

Motion/Second: Canepa/Medina

Ayes: Canepa, Esser, Fraser, Medina, Powell, Ratto, Chuang, Gee

Noes: None

Absent: Speier

5. Public Comment for Items Not on the Agenda

Aleta Dupree, Teams Folds, commented on increasing SamTrans ridership, hydrogen and battery powered buses, and zero-emission buses.

6. Report of the Chair

6.a. Proclamation Honoring Filipino American History Month

Tasha Bartholomew, Director, Communications, provided the staff presentation including the recognition of the heritage and the culture of the Filipino community.

Motion/Second: Esser/Chuang

Ayes: Canepa, Esser, Fraser, Medina, Powell, Ratto, Chuang, Gee

Noes: None

Absent: Speier

6.b. Proclamation Declaring October as Cybersecurity Awareness Month

Mehul Kumar, Chief Information and Technology Officer, provided the staff presentation including the importance of technological safety from cyberthreats.

Motion/Second: Medina/Chuang

Ayes: Canepa, Esser, Fraser, Medina, Powell, Ratto, Chuang, Gee

Noes: None

Absent: Speier

6.c. Report of the Chair

Chair Jeff Gee deferred the report but noted he and Director Canepa participated on the Move Bay Area panel.

6.d. American Public Transportation Association (APTA) TRANSform Conference Report

Vice Chair Chuang reported on transit conference topics including artificial intelligence (AI) usage, community and rider trust building, impacts on social welfare, voting, leadership, and outreach events.

Public Comment

Aleta Dupree, Team Folds, commented on APTA networking opportunities.

7. Report of the General Manager/CEO

7.a. Report of the General Manager/CEO | October 1, 2025

April Chan, General Manager/CEO, stated the report was in the packet and provided the following highlights:

- Free Passes for students' field trips – over 1,000 passes were issued to students during 2024-2025 school year; continue working with schools to continue the program this school year
- September Transit Month events: Cesar Chavez Ravenswood Middle School in East Palo Alto, All Aboard Bay Area Transit Day, and CEO ride-alongs
- SamTrans Rodeo on Saturday, October 18

Item 3 was heard.

7.b. Monthly New Headquarters Construction Status Update

Kris McGee, Managing Principal, Urban Hive Development, and Joshua Mello, Executive Officer of Planning and Development, provided the presentation that included on-time progress and upcoming events, permit drawings submission and feedback, and risk reduction initiatives.

The Board Members had a robust discussion and staff provided further clarification in response to the Board comments and questions, which included childcare accommodation, tenant improvements progress and interests, and upcoming country discussions.

Public Comment

Aleta Dupree, Teams Folds, commented on Transit Month Ride Along, new headquarters development, and public transit transfers.

8. Recess to Committee Meetings

The Board meeting recessed to Committee Meetings at 2:24 pm.

13. Reconvene Board of Directors Meeting

Chair Gee reconvened the Board meeting at 3:51 pm.

14. Matters for Board Consideration: Finance Committee

Director Esser led the Board in voting on the following items:

14.a. Awarding a Contract to MV Transportation, Inc. for Redi-Wheels Paratransit Service for a Total Not-To-Exceed Amount of \$73,073,885 for a Five-Year Base Term, with up to Four One-Year Option Terms for an Additional Not-To-Exceed Amount of \$71,804,748 – Approved by Resolution No. 2025-43

14.b. Awarding a Contract to Alineds, LLC to Provide Closed Circuit Television Project Management Services for a Four-Year Base Term for a Not-To-Exceed Amount of \$1,461,913, with a One-Year Option Term for an Additional Not-To-Exceed Amount of \$365,478, and Authorizing Cost-Sharing with the Peninsula Corridor Joint Powers Board – Approved by Resolution No. 2025-44

Motion/Second: Canepa/Medina

Ayes: Canepa, Esser, Fraser, Medina, Powell, Ratto, Speier, Chuang, Gee

Noes: None

Absent: None

15. Matters for Board Consideration: Strategic Planning, Development, and Sustainability Committee

Director Medina led the Board in voting on the following items:

15.a. Adopting the Passenger Suspension Policy – Approved by Resolution No. 2025-45

Motion/Second: Chuang/Powell

Ayes: Canepa, Esser, Fraser, Medina, Powell, Ratto, Speier, Chuang, Gee

Noes: None

Absent: None

16. Communications to the Board of Directors – Available online.

17. Board Member Requests/Comments – There were none.

18. Date / Time of Next Regular Meeting: Wednesday, November 5, 2025 at 2:00 pm at via Zoom and in person at the San Mateo County Transit District, Bacciocco Auditorium, 2nd Floor, 1250 San Carlos Avenue, San Carlos, CA.

19. General Counsel Report

- 19.a. Closed Session Pursuant to Government Code section 54957(a): Threat to Public Services/Facilities – Consultation with Mehul Kumar, Chief Information and Technology Officer and Steve Thomas, Director for Infrastructure and Cybersecurity**
- 19.b. Closed Session Pursuant to Government Code section 54957(b)(1): Public Employee Performance Evaluation Title: General Manager/Chief Executive Officer**
- 19.c. Closed Session Pursuant to Government Code section 54957(b)(1): Public Employee Performance Evaluation Title: General Counsel**

Joan Cassman, General Counsel, stated the Department of Transportation (DOT) rule suspended the Disadvantage Business Enterprise program, halting federal funding for disadvantaged enterprise goals and prompting a recertification process for all small business enterprises. SamTrans currently does not have large contracts pending with attached goals. Legal staff will continue to monitor and report to the Board on developments.

Ms. Cassman announced the closed sessions items and stated any action taken will be reported at the next regular meeting.

The Board adjourned to closed session at 4:02 pm.

20. Adjourn – The meeting adjourned at 4:57 pm.

**San Mateo County Transit District
Staff Report**

To: Board of Directors

Through: April Chan, General Manager/CEO

From: Margaret Tseng, Executive Officer, District Secretary

Subject: **Approve the 2026 San Mateo County Transit District (SamTrans)
Board of Directors and Board Committees Calendar**

Action

Staff recommend the Board approve the attached meeting calendar for 2026.

Significance

The Board of Directors' committee and regular meetings are scheduled for the first Wednesday of each month at 2:00 pm, with the exception of January and July where the meeting is on the second Wednesday due to the New Year's and Independence Day holidays, respectively.

Budget Impact

There is no impact on the budget.

Prepared By: Margaret Tseng Executive Officer, District Secretary (650) 551-6108



**San Mateo County Transit District (SamTrans)
Board of Directors and Committees
2026 Meeting Calendar**

First Wednesday of the Month* – 2:00 PM	
	January 7*
	February 4
	March 4
	April 1
	May 6
	June 3
	July 8*
	August 5
	September 2
	October 7
	November 4
	December 2

*Regular meetings are scheduled the first Wednesday of the month at 2:00 pm unless otherwise noted.

Meetings are conducted in-person at Bacciocco Auditorium, 2nd Floor, 1250 San Carlos Avenue, San Carlos, CA, or noticed location, and remotely via Zoom. Dates or location may be subject to change. Beginning July 2026 or later, meetings will be conducted in-person at 166 Rollins Avenue, Millbrae, CA 94030. Any changes to the July 2026 meeting will be posted in advance in compliance with the Brown Act.

**San Mateo County Transit District
Staff Report**

To: Board of Directors

Through: April Chan, General Manager/CEO

From: Kate Jordan Steiner, Chief Financial Officer

Subject: **Accept Statement of Revenues and Expenses for the Period Ending
June 30, 2025**

Action

Staff proposes that the Board accepts and enters into the record the Statement of Revenues and Expenses for the period ending June 30, 2025, including supplemental information.

This staff report provides a brief discussion of significant items and trends in the attached Statement of Revenues and Expenses through June 30, 2025. The columns have been designed to provide an easy comparison of current year-to-date actuals to year-to-date budget, including dollar and percentage variances.

Revenues:

As of June 30, 2025, revenues were \$355.3 million as compared to \$365.1 million of the adopted budget, resulting in an unfavorable variance of \$9.8 million (2.7 percent).

This unfavorable variance was driven by:

- Local Transportation Development Act (TDA) and State Transit Assistance (STA) Funds were \$74.3 million as compared to the adopted budget of \$76.3 million, resulting in an unfavorable variance of \$2.0 million (2.6 percent). These revenues are generated from statewide sales taxes allocated through the Metropolitan Transportation Commission (MTC). MTC reported that TDA revenues were 7 percent below original Fiscal Year 2025 (FY25) estimates, reflecting the impact of stagnating regional population growth and higher unemployment levels on overall sales tax collections.
- District Sales Tax was \$114.4 million as compared to the adopted budget of \$117.8 million, resulting in an unfavorable variance of \$3.4 million (2.9 percent).
- Measure W Sales Tax was \$57.0 million as compared to the adopted budget of \$58.9 million, resulting in an unfavorable variance of \$1.9 million (3.2 percent).

Sales tax collections overall tracked closely with the most recent projections, which forecasted \$170.5 million from District Sales Tax and Measure W combined, down \$6.2 million (3.5 percent) from the adopted budget. District Sales Tax was \$114.4 million, slightly above the forecast of \$113.7 million by \$0.7 million (0.6 percent). Measure W was \$57.0 million, also slightly above the forecast of \$56.8 million by \$0.2 million (0.3 percent). Looking ahead, FY26 growth has been revised down by 1.0 percent, while FY27 projections remain stable at 3.5 percent growth.

The unfavorable variances were partially offset by the favorable variances for the following:

- Investment Income was \$27.4 million as compared to the adopted budget of \$14.3 million, resulting in a favorable variance of \$13.1 million (91.5 percent). The favorable variance reflects higher than anticipated bank balances and associated returns driven by favorable interest rates in addition to a one-time \$2.7 million maturity payment from a term deposit in November 2024
- Other Interest, Rent and Other Income totaled \$11.4 million exceeding the adopted budget of \$9.3 million by \$2.1 million (22.4 percent). This was primarily driven by \$0.8 million from the Dumbarton Rental Income net of Dumbarton Maintenance-of-Way costs, which will be allocated to be reserved for future Dumbarton Maintenance-of-Way, \$0.8 million referral fee payment from CBRE, and a one-time \$0.4 million gain on a property sale.
- Operating Grants totaled \$5.7 million compared to the adopted budget of \$5.0 million, resulting in a favorable variance of \$0.7 million (13.5 percent). This was primarily due to \$0.8 million in operating grants awarded in prior years but recognized in FY25 based on the timing of related expenditures. These prior year grants included \$0.5 million of FTA Sect 5311 operating assistance pandemic relief and \$0.3 million of Affordable Housing and Sustainable Communities (AHSC) grant.

Expenses:

As of June 30, 2025, expenses were \$368.2 million as compared to \$408.0 million of the adopted budget, resulting in a favorable variance of \$39.8 million (9.7 percent).

This favorable variance was primarily driven by the following:

- Motor Bus was \$212.1 million as compared to \$217.0 million of the adopted budget, resulting in a favorable variance of \$4.8 million (2.2 percent). These savings were driven by lower spending on consultant services resulting from deferred planning initiatives, cost savings in technical services (including security and software), and lower than anticipated incentive payouts for Contracted Urban Bus Services. These savings were partially offset by increased insurance and Workers Compensation expenses associated with year-end reserve adjustments resulting from trends in claim development.

- American Disabilities Act Programs were \$23.8 million as compared to \$24.9 million of the adopted budget, resulting in a favorable variance of \$1.2 million (4.7 percent). These savings were primarily due to less service than anticipated in American Disabilities Act (ADA) Coastside, in addition to greater efficiency in newer fleet (less gasoline) and less need for parts and maintenance.
- Other Multi-Modal Programs were \$6.7 million as compared to \$8.5 million of the adopted budget, resulting in a favorable variance of \$1.8 million (21.0 percent). This was mainly driven by savings in SamTrans shuttle service due to reduced service demand and fuel surcharge savings, along with lower than anticipated incentive expenses.
- The allocation to District Sales Tax Capital was \$25.9 million, under the \$36.6 million budget by \$10.7 million (29.3 percent). This variance reflects funding for the Millbrae Headquarter' Capital Project, which will be covered by the capital reserve set aside for Headquarter rather than current year's District sales tax revenues.
- The Reserves for Future Measure W Capital Allocation was \$4.2 million, under the \$9.2 million budget by \$5.0 million (54.5 percent). The variance reflects the use of Measure W Sales Tax funds to support the Amalgamated Transit Union (ATU) / International Brotherhood of Teamsters (IBT) wage increase. The remaining reserve allocation will be retained for future eligible expenses.

The savings were partially offset by increased debt service.

- Total Debt Service was \$20.6 million as compared to \$19.1 million of the adopted budget, resulting in an unfavorable variance of \$1.5 million (7.6 percent). This variance reflects additional interest expense from the 2025 Refunding Bond, which was issued after the budget adoption for FY25.

Other Information: The Agency accounts for revenues and expenses on a modified accrual basis (only material revenues and expenses are accrued) on the monthly financial statement.

Budget Impact

Acceptance of the June 2025 Statement of Revenues and Expenses has no budget impact.

Prepared By:	Jessica Wong	Financial Reporting Accountant	650-508-6499
	Annie To	Director, Accounting	650-622-7890

		SAN MATEO COUNTY TRANSIT DISTRICT SUMMARY OF REVENUES AND EXPENSES FISCAL YEAR 2025 AS OF JUNE 30, 2025				Preliminary
						(In thousands)
	YEAR-TO-DATE JUNE				ANNUAL	
			\$	%		
	BUDGET	ACTUAL	VARIANCE	VARIANCE	BUDGET	
OPERATING REVENUES						
Operating Revenues						
Passenger Fares	\$ 13,251	\$ 13,128	\$ (123)	(0.9%)	\$ 13,251	
Local TDA and STA Funds	76,287	74,320	(1,967)	(2.6%)	76,287	
Operating Grants	5,016	5,694	677	13.5%	5,016	
SMCTA Measure A	4,720	4,720	-	0.0%	4,720	
Subtotal - Operating Revenues	99,275	97,862	(1,413)	(1.4%)	99,275	
Other Revenue Sources						
District Sales Tax	117,823	114,416	(3,407)	(2.9%)	117,823	
Measure W Sales Tax	58,912	57,005	(1,906)	(3.2%)	58,912	
Investment Income	14,335	27,449	13,114	91.5%	14,335	
Other Interest, Rent & Other Income	9,274	11,354	2,080	22.4%	9,274	
Due from PCJPB, SMCTA & SAMTR Capital W&B	65,481	46,327	(19,154)	(29.3%)	65,481	
Subtotal - Other Revenues	265,825	256,551	(9,274)	(3.5%)	265,825	
Pass Through to Other Agencies	-	913	913	100.0%	-	
TOTAL REVENUES	\$ 365,099	\$ 355,326	\$ (9,773)	(2.7%)	\$ 365,099	
OPERATING EXPENSES						
PCJPB, SMCTA & SAMTR Capital W&B	65,481	46,327	19,154	29.3%	65,481	
Motor Bus	216,985	212,136	4,849	2.2%	216,985	
American Disabilities Act Programs	24,944	23,766	1,177	4.7%	24,944	
Other Multi-Modal Programs	8,521	6,730	1,792	21.0%	8,521	
Total Operating Expenses	315,930	288,958	26,972	8.5%	315,930	
Sales Tax Allocation - Capital Program						
District Sales Tax Capital	36,638	25,907	10,731	29.3%	36,638	
Measure W Sales Tax Capital	26,452	26,452	-	0.0%	26,452	
Reserves for Future Measure W Capital Allocation	9,180	4,179	5,001	54.5%	9,180	
Total Sales Tax Allocation - Capital Program	72,270	56,538	15,732	21.8%	72,270	
Total Debt Service	19,138	20,597	(1,459)	(7.6%)	19,138	
Pass Through to Other Agencies	-	913	(913)	(100.0%)	-	
Operating Reserve	516	411	(104)	(20.3%)	516	
Sales Tax Stabilization Fund	134	-	(134)	(100.0%)	134	
Unapplied Dumbarton Rental Income for Future Dumbarton Maintenance of Way	-	793	793	100.0%	-	
Total Reserves	650	1,204	554	85.3%	650	
TOTAL EXPENSES	\$ 407,988	\$ 368,210	\$ 39,777	9.7%	\$ 407,988	
SURPLUS/(DEFICIT)	(42,888)	(12,884)	30,004	70.0%	(42,888)	
Draw from Prior Years' Surplus	42,888	12,884	(30,004)	(70.0%)	42,888	
ADJUSTED SURPLUS/(DEFICIT)	\$ -	\$ -	\$ -	0.0%	\$ -	

		SAN MATEO COUNTY TRANSIT DISTRICT STATEMENT OF REVENUES FISCAL YEAR 2025 AS OF JUNE 30, 2025				Preliminary
						(In thousands)
REVENUES	YEAR-TO-DATE				ANNUAL	
	JUNE					
			\$	%		
	BUDGET	ACTUAL	VARIANCE	VARIANCE	BUDGET	
OPERATING REVENUES - MOTOR BUS						
Passenger Fares	\$ 12,653	\$ 12,501	\$ (152)	(1.2%)	\$ 12,653	
Local Transportation Development Act (TDA) Transit Fund	57,722	56,616	(1,106)	(1.9%)	57,722	
State Transit Assistance (STA)	14,160	13,355	(805)	(5.7%)	14,160	
Operating Grants	1,280	1,957	677	52.9%	1,280	
Sales Tax Revenue	96,488	74,345	(22,143)	(22.9%)	96,488	
Measure W Sales Tax	17,993	22,318	4,325	24.0%	17,993	
Investment Interest Income	13,401	26,348	12,947	96.6%	13,401	
TOTAL OPERATING REVENUES	213,697	207,440	(6,257)	(2.9%)	213,697	
OTHER REVENUE SOURCES:						
Rental Income	1,888	2,155	268	14.2%	1,888	
Advertising Income	770	768	(2)	(0.3%)	770	
Other Income	630	1,773	1,142	181.2%	630	
TOTAL OTHER REVENUES	3,288	4,696	1,408	42.8%	3,288	
TOTAL REVENUES - MOTOR BUS						
	\$ 216,985	\$ 212,136	\$ (4,849)	(2.2%)	\$ 216,985	
AMERICAN DISABILITIES ACT:						
Passenger Fares Redi-Wheels	598	627	29	4.9%	598	
Local Transportation Development Act (TDA) 4.5 Redi-Wheels	3,064	3,008	(56)	(1.8%)	3,064	
Local State Transit Assistance (STA) - Paratransit	1,341	1,341	-	0.0%	1,341	
Operating Grants	3,737	3,737	-	0.0%	3,737	
Sales Tax Revenue - American Disabilities Act	4,578	4,056	(522)	(11.4%)	4,578	
Measure W Sales Tax - American Disabilities Act	4,771	4,056	(715)	(15.0%)	4,771	
Interest Income - Paratransit Fund	934	1,101	167	17.9%	934	
SMCTA Measure A Redi-Wheels	4,720	4,720	-	0.0%	4,720	
Measure M Paratransit	1,200	1,120	(80)	(6.7%)	1,200	
TOTAL ADA PROGRAMS	\$ 24,944	\$ 23,766	\$ (1,177)	(4.7%)	\$ 24,944	
MULTI-MODAL TRANSIT PROGRAMS:						
Employer SamTrans Shuttle Funds	4,604	4,547	(57)	(1.2%)	4,604	
Dumbarton Rental Income	182	199	16	9.0%	182	
Sales Tax Revenue - General Operating Assistance	3,735	1,984	(1,751)	(46.9%)	3,735	
TOTAL MULTI-MODAL PROGRAMS	\$ 8,521	\$ 6,730	\$ (1,792)	(21.0%)	\$ 8,521	
Unapplied Dumbarton Rental Income for Future Dumbarton Maintenance of Way	-	793	793	100.0%	-	
Unapplied District Sales Tax	13,022	34,031	21,009	161.3%	13,022	
Unapplied Measure W Sales Tax	36,147	30,631	(5,516)	(15.3%)	36,147	
Due from PCJPB, SMCTA & SAMTR Capital W&B	65,481	46,327	(19,154)	(29.3%)	65,481	
Pass Through to Other Agencies	-	913	913	100.0%	-	
TOTAL REVENUES	\$ 365,099	\$ 355,326	\$ (9,773)	(2.7%)	\$ 365,099	

		SAN MATEO COUNTY TRANSIT DISTRICT OPERATING EXPENSES FISCAL YEAR 2025 AS OF JUNE 30, 2025				Preliminary
(In thousands)						
EXPENSES	YEAR-TO-DATE					ANNUAL
	JUNE					
	BUDGET	ACTUAL	\$ VARIANCE	% VARIANCE	BUDGET	
DISTRICT OPERATED BUSES						
Services:						
Motor Bus Wages & Benefits	\$ 112,837	\$ 112,902	\$ (65)	(0.1%)	\$ 112,837	
Board of Directors	142	178	(35)	(24.9%)	142	
Contracted Vehicle Maintenance	1,352	754	598	44.2%	1,352	
Property Maintenance	3,038	2,366	673	22.1%	3,038	
Professional Services	7,526	5,895	1,631	21.7%	7,526	
Technical Services	14,874	12,370	2,504	16.8%	14,874	
Other Services	6,706	5,972	734	10.9%	6,706	
Materials & Supplies:						
Fuel and Electricity*	5,557	5,811	(254)	(4.6%)	5,557	
Bus Parts and Materials	3,649	4,565	(916)	(25.1%)	3,649	
Uniforms and Driver Expense	851	546	305	35.8%	851	
Timetables and Tickets	176	93	83	47.0%	176	
Office Supplies / Printing	772	787	(15)	(1.9%)	772	
Other Materials and Supplies	188	221	(33)	(17.5%)	188	
Utilities:						
Telephone	767	1,022	(255)	(33.2%)	767	
Other Utilities	2,108	2,592	(484)	(23.0%)	2,108	
Insurance	3,906	3,901	5	0.1%	3,906	
Claims Reserves and Payments	3,600	3,389	211	05.9%	3,600	
Workers Compensation	3,835	5,296	(1,461)	(38.1%)	3,835	
Taxes and License Fees	581	718	(137)	(23.6%)	581	
Leases and Rentals	442	354	88	20.0%	442	
Promotional and Legal Advertising	1,098	527	571	52.0%	1,098	
Training and Business Travel	1,361	770	591	43.4%	1,361	
Dues and Membership	304	168	136	44.8%	304	
Postage and Other	225	200	25	11.1%	225	
TOTAL DISTRICT OPERATED BUSES	\$ 175,897	\$ 171,398	\$ 4,499	2.6%	\$ 175,897	
CONTRACTED BUS SERVICES						
Contracted Urban Bus Service	31,226	28,878	2,348	7.5%	31,226	
Coastside Services	2,888	2,839	49	1.7%	2,888	
SamCoast	420	522	(102)	(24.3%)	420	
La Honda - Pescadero	53	51	1	2.7%	53	
Microtransit	3,436	3,126	309	9.0%	3,436	
Contracted Urban Bus (CUB) Related Wages & Benefits	861	821	40	4.6%	861	
Contracted Urban Bus (CUB) Related Other Support	345	309	36	10.5%	345	
Contracted Urban Bus (CUB) Insurance	1,860	1,833	27	1.5%	1,860	
Contracted Urban Bus (CUB) Claims Reserves & Payments	-	2,359	(2,359)	(100.0%)	-	
TOTAL CONTRACTED BUS SERVICE	\$ 41,088	\$ 40,738	\$ 350	0.9%	\$ 41,088	
TOTAL EXPENSES - MOTOR BUS	\$ 216,985	\$ 212,136	\$ 4,849	2.2%	\$ 216,985	

*Fuel and Electricity costs were increased by a realized loss of \$241,000 from the fuel hedge program.

		SAN MATEO COUNTY TRANSIT DISTRICT OPERATING EXPENSES FISCAL YEAR 2025 AS OF JUNE 30, 2025					(In thousands)
EXPENSES	YEAR-TO-DATE JUNE					ANNUAL	
			\$	%			
	BUDGET	ACTUAL	VARIANCE	VARIANCE	BUDGET		
AMERICAN DISABILITY ACT PROGRAMS							
Elderly & Disabled/Redi-Wheels	\$ 10,506	\$ 10,654	\$ (148)	(1.4%)	\$ 10,506		
American Disabilities Act Sedans / Taxi Service	3,000	2,863	136	4.5%	3,000		
American Disabilities Act Coastside	3,256	2,738	518	15.9%	3,256		
American Disabilities Act Related Wages & Benefits	3,589	3,326	263	7.3%	3,589		
American Disabilities Act Related Other Support	2,982	2,722	260	8.7%	2,982		
American Disabilities Act Insurance	1,610	1,541	69	4.3%	1,610		
American Disabilities Act Claims Reserves & Payments	-	(79)	79	0.0%	-		
TOTAL AMERICAN DISABILITIES ACT PROGRAMS	\$ 24,944	\$ 23,766	\$ 1,177	4.7%	\$ 24,944		
MULTI-MODAL TRANSIT PROGRAMS							
SamTrans Shuttle Service	7,505	5,874	1,631	21.7%	7,505		
Shuttle Related Wages & Benefits	268	277	(9)	(3.4%)	268		
Dumbarton Maintenance of Way	182	199	(16)	(9.0%)	182		
Maintenance Multimodal Facilities	566	380	186	32.8%	566		
TOTAL MULTI-MODAL PROGRAMS	\$ 8,521	\$ 6,730	\$ 1,792	21.0%	\$ 8,521		
PCJPB, SMCTA & SAMTR Capital W&B	65,481	46,327	19,154	29.3%	65,481		
TOTAL OPERATING EXPENSES	\$ 315,930	\$ 288,958	\$ 26,972	8.5%	\$ 315,930		
Sales Tax Allocation - Capital Program							
District Sales Tax Capital	36,638	25,907	10,731	29.3%	36,638		
Measure W Sales Tax Capital	26,452	26,452	-	0.0%	26,452		
Reserves for Future Measure W Capital Allocation	9,180	4,179	5,001	54.5%	9,180		
Total Sales Tax Allocation - Capital Program	\$ 72,270	\$ 56,538	\$ 15,732	21.8%	\$ 72,270		
Total Debt Service	19,138	20,597	(1,459)	(7.6%)	19,138		
Pass Through to Other Agencies	-	913	(913)	(100.0%)	-		
Operating Reserve	516	411	(104)	(20.3%)	516		
Sales Tax Stabilization Fund	134	-	(134)	(100.0%)	134		
Unapplied Dumbarton Rental Income for Future Dumbarton Maint	-	793	793	100.0%	-		
Total Reserves	650	1,204	554	85.3%	650		
TOTAL EXPENSES							
	\$ 407,988	\$ 368,210	\$ 39,777	9.7%	\$ 407,988		

**San Mateo County Transit District
Staff Report**

To: Board of Directors

Through: April Chan, General Manager/CEO

From: Kate Jordan Steiner, Chief Financial Officer

Subject: **Accept Statement of Sources and Uses for the Period Ending
September 30, 2025**

Action

Staff proposes the Board of Directors (Board) for the San Mateo County Transit District (District) accepts and enters into the record the Statement of Sources and Uses for the period ending September 30, 2025, including supplemental information.

Discussion

This staff report provides a brief discussion of significant items and trends in the attached Statement of Sources and Uses through September 30, 2025. The columns have been designed to provide an easy comparison of current year-to-date actuals to year-to-date budget, including dollar and percentage variances.

Sources:

As of September 30, 2025, total sources were \$67.0 million, compared to the adopted budget of \$65.0 million, resulting in a favorable variance of \$2.0 million (3.0 percent).

- **Operating Revenue** were \$21.0 million compared to a budget of \$18.9 million, reflecting a favorable variance of \$2.1 million (11.3 percent), primarily due to:
 - **Investment Interest Income** was \$1.5 million (33.7 percent) favorable due to higher-than-expected interest rates and balances. We expect this favorability to remain.
 - **Other Income** was \$1.5 million (1,378.1 percent) favorable driven by a one-time \$0.7 million insurance reimbursement and \$0.7 million in Internal Revenue Service (IRS) clean vehicle credits.
 - **Agency Indirect Administrative Recovery** was \$1.0 million (9.6 percent) unfavorable, due to timing of recovery related to managing agency services.
- **Multi-Modal Transit Program Operating Assistance** reflected an unfavorable variance of \$0.4 million (20.1 percent), primarily due to lower-than-anticipated service hours.

Operating Uses:

As of September 30, 2025, total operating uses were \$75.4 million, compared to the adopted budget of \$79.0 million, reflecting a favorable variance of \$3.6 million (4.6 percent).

- **Labor** expenses were \$42.8 million compared to a budget of \$41.4 million, reflecting an unfavorable variance of \$1.4 million (3.5 percent), due to:
 - **Wages and Benefits** were \$0.3 million (0.8 percent) unfavorable due to overtime related to increased service and training associated with new fleet technologies.
 - **Indirect Administrative and Overhead Costs – Labor** ended period with an unfavorable variance of \$1.1 million (33.6 percent) due to the use of the Fiscal Year 2025 (FY25) internal cost allocation plan (ICAP) rate until the FY26 ICAP plan is finalized, which staff expects to resolve the variance.
- **Purchased Transportation** expenses were \$15.1 million compared to a budget of \$16.5 million, reflecting a favorable variance of \$1.4 million (8.6 percent), driven by:
 - **Contracted American Disability Act (ADA) Programs** was \$0.7 million (14.1 percent) favorable reflecting lower service hours for ADA sedan and taxi services.
 - **Contracted Multi-Modal Transit Programs** was \$0.5 million (21.2 percent) favorable due to lower- than-anticipated service hours.
- **Contracted Services** expenses were \$5.9 million compared to a budget of \$7.7 million, reflecting a favorable variance of \$1.9 million (24.3 percent), driven by Professional Services, Property Maintenance, and Other Services due to timing of payments and utilization of service which staff expects to align closer to budget in later periods.
- **Other Non-Labor** expenses were \$7.1 million compared to a budget of \$8.5 million, reflecting a favorable variance of \$1.4 million (16.0 percent), primarily driven by Claims Reserves and Payments which were \$0.6 million (75.9 percent) favorable with lower claims activity.

Other Information:

The Agency reports on a modified accrual basis, with only material items accrued monthly. Since the budget is based on annual estimates and timing assumptions, month-to-month variances generally reflect invoice timing, project schedules, or other temporary factors. Staff monitors these variances closely and will bring a budget amendment to the Board if material changes are identified.

Budget Impact

Acceptance of the September 2025 Statement of Sources and Uses has no budget impact.

Prepared By: Kyle Huie	Manager, Accounting	650-551-6180
Cleo Liao	Manager, Budgets	650-508-7756



**SAN MATEO COUNTY TRANSIT DISTRICT
STATEMENT OF SOURCES AND USES
FISCAL YEAR 2026
AS OF SEPTEMBER 30, 2025**

(In thousands)

	YEAR-TO-DATE SEPTEMBER				ANNUAL
	BUDGET	ACTUAL	\$ VARIANCE	% VARIANCE	BUDGET
SOURCES					
Passenger Fares	\$ 3,254	\$ 3,292	\$ 38	1.2%	\$ 13,304
Rental Income	744	778	34	4.5%	2,976
Investment Interest Income	4,443	5,942	1,499	33.7%	17,960
Advertising Income	193	193	(1)	(0.3%)	773
Other Income	111	1,643	1,531	1,378.1%	445
Agency Indirect Administration Recovery	10,154	9,183	(972)	(9.6%)	38,999
Subtotal: Operating Revenue	18,899	21,029	2,130	11.3%	74,455
Prop A Sales Tax	28,332	28,504	173	0.6%	114,856
Measure W Sales Tax	14,166	14,252	86	0.6%	57,428
Transportation Development Act (TDA) Transit Fund	-	-	-	0.0%	51,793
State Transit Assistance (STA)	-	-	-	0.0%	9,330
Operating Grants	55	62	7	12.4%	3,019
Subtotal: Operating Assistance	42,553	42,818	266	0.6%	236,426
Transportation Development Act (TDA) 4.5 Redi-Wheels	-	-	-	0.0%	2,726
State Transit Assistance (STA) - Paratransit	-	-	-	0.0%	1,011
SMCTA Measure A Redi-Wheels	1,133	1,133	-	0.0%	4,594
Measure M Paratransit	-	-	-	0.0%	1,200
Operating Grants - American Disabilities Act	-	-	-	0.0%	3,812
Subtotal: American Disabilities Act Operating Assistance	1,133	1,133	-	0.0%	13,344
Employer SamTrans Shuttle Funds	2,143	1,713	(430)	(20.1%)	8,570
Subtotal: Multi-Modal Transit Program Operating Assistance	2,143	1,713	(430)	(20.1%)	8,570
Pass-Through to Other Agencies	339	339	-	0.0%	1,356
TOTAL - SOURCES	\$ 65,067	\$ 67,032	\$ 1,966	3.0%	\$ 334,151
USES					
Wages & Benefits	38,027	38,341	(314)	(0.8%)	130,538
Indirect Admin and Overhead Costs - Labor	3,346	4,471	(1,125)	(33.6%)	11,488
Subtotal: Labor	41,374	42,813	(1,439)	(3.5%)	142,026
Contracted Urban Bus Service	9,441	9,180	261	2.8%	37,764
Contracted American Disability Act Programs	4,890	4,203	688	14.1%	19,561
Contracted Multi-Modal Transit Programs	2,215	1,746	469	21.2%	8,860
Non-Labor Subtotal - Purchased Transportation	16,546	15,128	1,418	8.6%	66,185
Vehicle Maintenance (Contracted)	466	208	257	55.3%	1,862
Property Maintenance	1,106	674	432	39.1%	4,424
Professional Services	2,114	1,624	490	23.2%	11,547
Technical Services	1,498	1,322	176	11.8%	7,825
Security and Law Enforcement	1,309	1,184	125	9.5%	6,836
Ticketing and Fare Collection	332	191	141	42.6%	1,328
Other Services	923	663	260	28.2%	4,372
Non-Labor Subtotal: Contracted Services	7,748	5,866	1,882	24.3%	38,195



**SAN MATEO COUNTY TRANSIT DISTRICT
STATEMENT OF SOURCES AND USES
FISCAL YEAR 2026
AS OF SEPTEMBER 30, 2025**

(In thousands)

	YEAR-TO-DATE SEPTEMBER				ANNUAL
	BUDGET	ACTUAL	\$ VARIANCE	% VARIANCE	BUDGET
Bus Fuel and Energy	2,206	2,001	205	9.3%	8,822
Bus Parts and Materials	1,170	1,184	(15)	(1.3%)	4,679
Uniforms and Bus Operator Expense	146	31	116	79.1%	634
Office Supplies / Printing	232	54	178	76.9%	841
Non-Labor Subtotal: Materials & Supplies	3,754	3,269	484	12.9%	14,977
Telecommunication	230	151	79	34.5%	921
Other Utilities	536	701	(166)	(30.9%)	2,142
Non-Labor Subtotal: Utilities	766	852	(86)	(11.3%)	3,063
Workers Compensation	1,294	1,151	143	11.1%	5,174
Insurance	1,050	1,086	(36)	(3.4%)	4,200
Contracted Urban Bus (CUB) Insurance	496	513	(17)	(3.3%)	1,985
American Disabilities Act Insurance	434	428	6	1.4%	1,735
Claims Reserves and Payments	771	185	585	75.9%	4,625
Contracted Urban Bus (CUB) Claims Reserves and Payments	-	(77)	77	100.0%	-
Promotional Advertising and Events	205	53	152	74.1%	815
Banking and Transaction Fees	123	78	45	36.3%	492
Leases and Rentals	194	86	108	55.7%	4,161
Employee Programs	387	210	177	45.8%	1,575
Training and Business Travel	257	94	163	63.3%	1,025
Dues and Membership	92	56	37	39.7%	303
Other Expenses	45	26	19	42.7%	176
Indirect Admin and Overhead Costs - Non-Labor	3,160	3,260	(100)	(3.2%)	13,054
Non-Labor Subtotal: Other	8,508	7,148	1,360	16.0%	39,321
Debt Service	-	-	-	0.0%	18,595
Pass Through to Other Agencies	339	339	-	0.0%	1,356
TOTAL - OPERATING USES	79,034	75,415	3,619	4.6%	323,717
Operating Reserve	-	-	-	0.0%	4,803
Unapplied Dumbarton Rental Income for Future Dumbarton Maintenance of Way	175	261	86	49.5%	698
Subtotal - Allocations & Contributions	175	261	86	49.5%	5,502
TOTAL - USES	\$ 79,209	\$ 75,676	\$ 3,532	4.5%	\$ 329,219
SURPLUS/(DEFICIT)	\$ (14,142)	\$ (8,644)	\$ 5,498	38.9%	\$ 4,932

**San Mateo County Transit District
Staff Report**

To: Board of Directors

Through: April Chan, General Manager/CEO

From: Kate Jordan Steiner, Chief Financial Officer

Subject: **Accept Quarterly Investment Report**

Action

Staff proposes that the Board accept and enter into the record the Quarterly Investment Report (QIR) for the quarter ending September 30, 2025.

Significance

The San Mateo County Transit District (District) Investment Policy contains a requirement for a quarterly report to be transmitted to the Board within 45 days of the end of the quarter.

Budget Impact

There is no impact on the budget.

Background

The District is required by California State law to submit quarterly investment reports to the Board of Directors within 45 days of the end of each quarter. The report provides transparency and accountability in managing public funds by detailing the investment portfolio's composition, performance, and compliance with legal and policy requirements. For September 30, 2025, the report includes:

- Types, issuers, maturity dates, and amounts of investments.
- Descriptions of funds managed by contracted parties.
- Current market values for all securities as of September 30, 2025.
- Compliance with the Investment Policy and California Government Code.
- Certification of the District's ability to meet its six-month expenditure requirements.

Portfolio Balances and Performance Highlights

The District's total investment portfolio is valued at \$599.0 million. During the Fiscal Year 2026 Quarter 1 (FY26Q1), the entire portfolio earned \$5.9 million in interest income, with \$2.0 million generated from PFM Asset Management LLC (PFM) managed holdings.

1. \$232.4 million Investment Portfolio managed by PFM comprised of fixed income securities:

- a. \$201.7 million in operating funds: 3.92 percent market yield in FY26Q1

- b. \$30.7 million in paratransit funds: 3.94 percent market yield in FY26Q1

For both (a) and (b) combined, the portfolio sustained \$0.9 million in unrealized market value appreciation in the FY26Q1, as yields fell. The 2-year Treasury yield, for example, fell from 3.72 percent (as of June 30, 2025) to 3.61 percent (as of September 30, 2025). Interest rates moved lower across the yield curve, with the largest declines on very short maturities, in response to a rate cut by the Federal Reserve.

2. \$366.6 million Liquidity Portfolio in FY26Q1 managed by the District staff, comprised of short-term investments:

- a. \$6.0 million Local Agency Investment Fund (LAIF): 4.3 percent market yield

- b. \$9.6 million United States Bank Money Market Funds: 3.7 percent market yield

- c. \$121.5 million Bank of America Checking: 4.2 percent market yield

- d. \$229.5 million in California Asset Management Program (CAMP): 4.4 percent market yield

Market Conditions

Federal Reserve Actions

- At its September 2025 meeting, the Federal Reserve (Fed) reduced the federal funds rate by 25 basis points to a range of 4.00 - 4.25 percent. Chair Powell characterized the rate cut as a "risk-management" step, noting that resilient economic data limited further easing, while tariff uncertainty, labor-market softening, and persistent inflation supported a cautious, data-dependent approach.
- The Fed's September 2025 "dot plot", which shows the rate expectations for the next several years, continues to suggest 50 basis points (bps) in additional rate cuts by the end of Calendar Year 2025. The Fed is broadly expected to cut interest rates to below 4 percent on October 29. The projections showed a majority of the Fed's twelve policymakers expect to reduce the rate range to 3.50 - 3.75 percent by the end of

Calendar Year 2025. Looking ahead, the Calendar Year 2026 projections point to further gradual reductions, with the median forecast placing the federal funds rate closer to 3.4 percent by the end of Calendar Year 2026.

Market and Economic Indicators

- The 10-year Treasury yield fluctuated during FY26Q1, reaching a high of approximately 4.3 percent in early July 2025 and closing at 4.1 percent on September 30, 2025. The United States (U.S.) Treasury yield curve steepened over the quarter. The front end of the yield curve moved lower amid expectations for Fed rate cuts while longer-term maturities (the time left until a financial instrument matures or expires) rose on concerns regarding inflation and the labor market.

Labor Market and Consumer Spending

- In the quarter ended September 30, 2025, U.S. private-sector employers added an estimated 63,000 jobs; the unemployment rate rose to 4.3 percent in September 2025, up from 4.1 percent at the end of June 2025.
- The Fed's September 2025 Summary of Economic Projections estimates real Gross Domestic Product (GDP) growth at 1.6 percent for Calendar Year 2025, up from the previous 1.4 percent estimate in June 2025. The unemployment rate is projected to rise to an average of 4.5 percent by the end of Calendar Year 2025, up from earlier estimates of 4.4 percent in June 2025.
- Inflation and Tariffs: Persistent inflation and concerns over new tariffs have been influencing consumer confidence and spending behaviors. The National Retail Federation (NRF) projects a slowdown in retail sales growth for the Calendar Year 2025, forecasting an increase between 2.7 percent and 3.7 percent, compared to a 3.6 percent rise in Calendar Year 2024.
- Consumer sentiment remains subdued due to expectations for higher prices and weaker labor market conditions as tariffs weigh on the pace of economic growth. However, there has been modest improvement from the April lows due to progress on tariff negotiations. The biggest looming risk to consumer spending is a significant deterioration in the labor market.

Portfolio Compliance

The District's investment portfolio complies with the Investment Policy and relevant California Government Code provisions. Managed holdings' valuations were sourced from ICE Data Services, while liquidity holdings are valued at book value, consistent with their short-term nature. The District also certifies its ability to meet expenditure requirements for the next six months.

Prepared By: Adela Alicic Manager, Debt and Investment 650-508-7981

INVESTMENT GLOSSARY

Asset Backed Securities - An asset-backed security (ABS) is a financial security backed by a loan, lease or receivables against assets other than real estate and mortgage-backed securities. For investors, asset-backed securities are an alternative to investing in corporate debt.

Certificate of Deposit - A certificate of deposit (CD) is a savings certificate with a fixed maturity date, specified fixed interest rate and can be issued in any denomination aside from minimum investment requirements. A CD restricts access to the funds until the maturity date of the investment. CDs are generally issued by commercial banks and are insured by the Federal Deposit Insurance Corporation (FDIC) up to \$250,000 per individual.

Collateralized Mortgage Obligation - Collateralized mortgage obligation (CMO) refers to a type of mortgage-backed security that contains a pool of mortgages bundled together and sold as an investment. Organized by maturity and level of risk, CMOs receive cash flows as borrowers repay the mortgages that act as collateral on these securities. In turn, CMOs distribute principal and interest payments to their investors based on predetermined rules and agreements.

Commercial Paper - Commercial paper is an unsecured, short-term debt instrument issued by a corporation, typically for the financing of accounts receivable, inventories and meeting short-term liabilities. Maturities on commercial paper rarely range any longer than 270 days. Commercial paper is usually issued at a discount from face value and reflects prevailing market interest rates.

Credit Spreads - The spread between Treasury securities and non-Treasury securities that are identical in all respects except for quality rating.

Duration - The term duration has a special meaning in the context of bonds. It is a measurement of how long, in years, it takes for the price of a bond to be repaid by its internal cash flows. It is an important measure for investors to consider, as bonds with higher durations carry more risk and have higher price volatility than bonds with lower durations.

Net Asset Value - Net asset value (NAV) is value per share of a mutual fund or an exchange-traded fund (ETF) on a specific date or time. With both security types, the per-share dollar amount of the fund is based on the total value of all the securities in its portfolio, any liabilities the fund has and the number of fund shares outstanding.

Roll-down - A roll-down return is a form of return that arises when the value of a bond converges to par as maturity is approached. The size of the roll-down return varies greatly between long and short-dated bonds. Roll-down is smaller for long-dated bonds that are trading away from par compared to bonds that are short-dated.

Roll-down return works two ways in respect to bonds. The direction depends on if the bond is trading at a premium or at a discount. If the bond is trading at a discount the roll-down effect

will be positive. This means the roll-down will pull the price up towards par. If the bond is trading at a premium the opposite will occur. The roll-down return will be negative and pull the price of the bond down back to par.

Volatility - Volatility is a statistical measure of the dispersion of returns for a given security or market index. Volatility can either be measured by using the standard deviation or variance between returns from that same security or market index. Commonly, the higher the volatility, the riskier the security.

Yield Curve - A yield curve is a line that plots the interest rates, at a set point in time, of bonds having equal credit quality but differing maturity dates. The most frequently reported yield curve compares the three-month, two-year, five-year and 30-year U.S. Treasury debt. This yield curve is used as a benchmark for other debt in the market, such as mortgage rates or bank lending rates, and it is also used to predict changes in economic output and growth.

Yield to Maturity - Yield to maturity (YTM) is the total return anticipated on a bond if the bond is held until the end of its lifetime. Yield to maturity is considered a long-term bond yield but is expressed as an annual rate. In other words, it is the internal rate of return of an investment in a bond if the investor holds the bond until maturity and if all payments are made as scheduled.

EXHIBIT 1
SAN MATEO TRANSIT DISTRICT
REPORT OF INVESTMENTS
FOR QUARTER ENDING SEPTEMBER 30, 2025

Security Type	Identifier	ABS	PAR	Settle Date	Maturity Date	Original Cost	Market Value	Base Market Value + Accrued
ABS	02007NAC2	ALLYA 2024-2 A3	570,000	09/27/2024	07/16/2029	569,941	571,374	572,423
ABS	02007NAC2	ALLYA 2024-2 A3	90,000	09/27/2024	07/16/2029	89,991	90,217	90,383
ABS	02582JJZ4	AMXCA 2023-1 A	680,000	06/14/2023	05/15/2026	679,940	683,692	685,164
ABS	02582JJZ4	AMXCA 2023-1 A	105,000	06/14/2023	05/15/2026	104,991	105,570	105,797
ABS	02582JKH2	AMXCA 2024-1 A	1,610,000	04/23/2024	04/16/2029	1,609,670	1,643,279	1,647,021
ABS	02582JKH2	AMXCA 2024-1 A	245,000	04/23/2024	04/16/2029	244,950	250,064	250,634
ABS	02582JKP4	AMXCA 2025-2 A	1,390,000	05/13/2025	04/15/2030	1,389,975	1,403,275	1,405,919
ABS	02582JKP4	AMXCA 2025-2 A	210,000	05/13/2025	04/15/2030	209,996	212,006	212,405
ABS	05522RDG0	BACCT 2023-1 A	610,000	06/16/2023	05/15/2026	609,862	613,038	614,336
ABS	05522RDG0	BACCT 2023-1 A	95,000	06/16/2023	05/15/2026	94,978	95,473	95,675
ABS	05522RDH8	BACCT 2023-2 A	640,000	12/14/2023	11/16/2026	639,914	647,853	649,269
ABS	05522RDH8	BACCT 2023-2 A	100,000	12/14/2023	11/16/2026	99,987	101,227	101,448
ABS	05522RDJ4	BACCT 2024-1 A	1,565,000	06/13/2024	05/15/2029	1,564,912	1,591,527	1,594,956
ABS	05522RDJ4	BACCT 2024-1 A	230,000	06/13/2024	05/15/2029	229,987	233,899	234,402
ABS	05522RDK1	BACCT 2025-1 A	915,000	06/12/2025	05/15/2030	914,997	925,468	927,220
ABS	05522RDK1	BACCT 2025-1 A	135,000	06/12/2025	05/15/2030	134,999	136,544	136,803
ABS	05594BAD8	BAAT 2025-1 A3	280,000	05/12/2025	11/20/2029	279,981	281,789	282,161
ABS	05594BAD8	BAAT 2025-1 A3	40,000	05/12/2025	11/20/2029	39,997	40,256	40,309
ABS	14041NGE5	COMET 2024-1 A	1,675,000	09/24/2024	09/17/2029	1,674,673	1,676,943	1,679,861
ABS	14041NGE5	COMET 2024-1 A	265,000	09/24/2024	09/17/2029	264,948	265,307	265,769
ABS	14041NGF2	COMET 2025-1 A	1,205,000	09/16/2025	09/15/2028	1,204,772	1,204,373	1,206,291
ABS	14041NGF2	COMET 2025-1 A	180,000	09/16/2025	09/15/2028	179,966	179,906	180,193
ABS	14318MAD1	CARMX 2022-3 A3	247,018	07/20/2022	04/15/2027	247,012	246,872	247,308
ABS	14318MAD1	CARMX 2022-3 A3	39,161	07/20/2022	04/15/2027	39,160	39,138	39,207
ABS	161571HT4	CHAIT 2023-1 A	1,450,000	09/15/2023	09/15/2028	1,449,598	1,467,473	1,470,798
ABS	161571HT4	CHAIT 2023-1 A	220,000	09/15/2023	09/15/2028	219,939	222,651	223,156
ABS	161571HV9	CHAIT 241 A	1,565,000	01/31/2024	01/16/2029	1,564,762	1,579,821	1,583,020
ABS	161571HV9	CHAIT 241 A	240,000	01/31/2024	01/16/2029	239,963	242,273	242,763
ABS	17305EHA6	CCCIT 2025-A1 A1	2,000,000	06/26/2025	06/21/2030	1,999,457	2,020,800	2,043,494
ABS	17305EHA6	CCCIT 2025-A1 A1	300,000	06/26/2025	06/21/2030	299,919	303,120	306,524
ABS	254683CZ6	DCENT 2023-2 A	1,255,000	06/28/2023	06/15/2028	1,254,830	1,263,019	1,265,769
ABS	254683CZ6	DCENT 2023-2 A	190,000	06/28/2023	06/15/2028	189,974	191,214	191,630
ABS	31680EAD3	FITAT 2023-1 A3	948,549	08/23/2023	08/15/2028	948,490	957,285	959,616
ABS	31680EAD3	FITAT 2023-1 A3	146,219	08/23/2023	08/15/2028	146,210	147,566	147,925
ABS	344928AD8	FORDO 2023-A A3	246,088	03/31/2023	02/15/2028	246,062	246,752	247,261
ABS	344928AD8	FORDO 2023-A A3	36,651	03/31/2023	02/15/2028	36,648	36,750	36,826
ABS	34535KAD0	FORDO 2025-A A3	1,445,000	03/25/2025	10/15/2029	1,444,860	1,459,464	1,462,322
ABS	34535KAD0	FORDO 2025-A A3	230,000	03/25/2025	10/15/2029	229,978	232,302	232,757
ABS	362549AD9	GMCAR 2025-2 A3	330,000	05/14/2025	04/16/2030	329,610	332,515	333,103
ABS	362549AD9	GMCAR 2025-2 A3	50,000	05/14/2025	04/16/2030	49,941	50,381	50,470
ABS	437918AC9	HAROT 2024-1 A3	1,058,871	02/21/2024	08/15/2028	1,058,825	1,068,877	1,071,329
ABS	437918AC9	HAROT 2024-1 A3	164,050	02/21/2024	08/15/2028	164,043	165,601	165,981
ABS	437921AD1	HAROT 252 A3	420,000	05/08/2025	10/15/2029	419,953	421,449	422,224

ABS	437921AD1	HAROT 252 A3	65,000	05/08/2025	10/15/2029	64,993	65,224	65,344
ABS	438123AC5	HAROT 2023-4 A3	271,337	11/08/2023	06/21/2028	271,289	274,547	274,974
ABS	438123AC5	HAROT 2023-4 A3	39,388	11/08/2023	06/21/2028	39,381	39,854	39,916
ABS	43813QAD1	HAROT 2025-3 A3	1,150,000	08/12/2025	02/21/2030	1,149,976	1,152,404	1,153,694
ABS	43813QAD1	HAROT 2025-3 A3	170,000	08/12/2025	02/21/2030	169,996	170,355	170,546
ABS	43813YAC6	HAROT 2024-3 A3	1,155,000	08/21/2024	03/21/2029	1,154,819	1,164,171	1,165,637
ABS	43813YAC6	HAROT 2024-3 A3	185,000	08/21/2024	03/21/2029	184,971	186,469	186,704
ABS	44935CAD3	HART 2025-A A3	1,170,000	03/12/2025	10/15/2029	1,169,827	1,178,939	1,181,185
ABS	44935CAD3	HART 2025-A A3	185,000	03/12/2025	10/15/2029	184,973	186,413	186,769
ABS	44935JAD8	HART 2025-C A3	960,000	09/17/2025	04/15/2030	959,843	958,906	960,354
ABS	44935JAD8	HART 2025-C A3	145,000	09/17/2025	04/15/2030	144,976	144,835	145,053
ABS	65479UAD0	NAROT 2024-A A3	1,470,000	05/22/2024	12/15/2028	1,469,863	1,487,155	1,490,605
ABS	65479UAD0	NAROT 2024-A A3	215,000	05/22/2024	12/15/2028	214,980	217,509	218,014
ABS	65481GAD7	NAROT 2025-A A3	1,410,000	05/27/2025	12/17/2029	1,409,729	1,426,821	1,429,635
ABS	65481GAD7	NAROT 2025-A A3	210,000	05/27/2025	12/17/2029	209,960	212,505	212,924
ABS	73329KAD8	PILOT 251 A3	360,000	05/21/2025	10/20/2028	359,961	364,126	364,633
ABS	73329KAD8	PILOT 251 A3	100,000	05/21/2025	10/20/2028	99,989	101,146	101,287
ABS	89231HAD8	TAOT 2025-B A3	745,000	04/30/2025	11/15/2029	744,957	751,072	752,509
ABS	89231HAD8	TAOT 2025-B A3	110,000	04/30/2025	11/15/2029	109,994	110,897	111,109
ABS	89237QAD2	TAOT 2024-C A3	755,000	07/30/2024	03/15/2029	755,000	763,426	765,063
ABS	89237QAD2	TAOT 2024-C A3	120,000	07/30/2024	03/15/2029	120,000	121,339	121,599
ABS	92348KDY6	VZMT 2025-3 A1A	1,510,000	03/31/2025	03/20/2030	1,509,935	1,522,548	1,524,629
ABS	92348KDY6	VZMT 2025-3 A1A	225,000	03/31/2025	03/20/2030	224,990	226,870	227,180
ABS	92868MAD1	VALET 2025-1 A3	1,190,000	03/25/2025	08/20/2029	1,189,960	1,201,924	1,203,560
ABS	92868MAD1	VALET 2025-1 A3	190,000	03/25/2025	08/20/2029	189,994	191,904	192,165
ABS	92970QAA3	WFCIT 2024-1 A	1,800,000	03/01/2024	02/15/2029	1,799,511	1,826,082	1,830,034
ABS	92970QAA3	WFCIT 2024-1 A	275,000	03/01/2024	02/15/2029	274,925	278,985	279,589
ABS	92970QAE5	WFCIT 2024-2 A	890,000	10/24/2024	10/15/2029	889,868	897,351	899,048
ABS	92970QAE5	WFCIT 2024-2 A	140,000	10/24/2024	10/15/2029	139,979	141,156	141,423
ABS	92970QAJ4	WFCIT 2025-1 A	1,765,000	06/10/2025	05/15/2030	1,764,971	1,783,868	1,787,272
ABS	92970QAJ4	WFCIT 2025-1 A	265,000	06/10/2025	05/15/2030	264,996	267,833	268,344
ABS	---	---	44,657,332	---	05/18/2029	44,651,265	45,065,033	45,172,723

AGCY BOND

Security Type	Identifier	AGCY BOND	PAR	Settle Date	Maturity Date	Original Cost	Market Value	Base Market Value + Accrued
AGCY BOND	3135G06G3	FEDERAL NATIONAL MORTGAGE ASSOCIATION	1,200,000	11/12/2020	11/07/2025	1,195,704	1,195,548	1,197,948
AGCY BOND	3135G06G3	FEDERAL NATIONAL MORTGAGE ASSOCIATION	275,000	11/12/2020	11/07/2025	274,016	273,980	274,530
AGCY BOND	3135G06G3	FEDERAL NATIONAL MORTGAGE ASSOCIATION	1,475,000	11/12/2020	11/07/2025	1,469,720	1,469,528	1,472,478

CASH

Security Type	Identifier	CASH	PAR	Settle Date	Maturity Date	Original Cost	Market Value	Base Market Value + Accrued
CASH	CCYUSD	Receivable	29,733	---	09/30/2025	29,733	29,733	29,733

CASH	CCYUSD	Receivable	20,073	---	09/30/2025	20,073	20,073	20,073
CASH	CCYUSD	Receivable	2,979	---	09/30/2025	2,979	2,979	2,979
CASH	CCYUSD	Bank of America	121,515,262	---	09/30/2025	121,515,262	121,515,262	121,515,262

CASH	CCYUSD	Receivable	121,568,047	---	09/30/2025	121,568,047	121,568,047	121,568,047
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CD

Security Type	Identifier	CD	PAR	Settle Date	Maturity Date	Original Cost	Market Value	Base Market Value + Accrued
CD	65558UYF3	Nordea ABP - New York Branch	400,000	11/03/2022	11/03/2025	400,000	400,252	409,530
CD	89115B6K1	Toronto-Dominion Bank - New York Branch	2,500,000	10/31/2022	10/27/2025	2,500,000	2,502,450	2,635,061
CD	89115B6K1	Toronto-Dominion Bank - New York Branch	400,000	10/31/2022	10/27/2025	400,000	400,392	421,610

CD	---	---	3,300,000	---	10/28/2025	3,300,000	3,303,094	3,466,201
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CORP

Security Type	Identifier	CORP	PAR	Settle Date	Maturity Date	Original Cost	Market Value	Base Market Value + Accrued
CORP	009158BH8	AIR PRODUCTS AND CHEMICALS INC	1,225,000	02/08/2024	02/08/2029	1,223,371	1,247,062	1,255,358
CORP	009158BH8	AIR PRODUCTS AND CHEMICALS INC	180,000	02/08/2024	02/08/2029	179,761	183,242	184,461
CORP	025816ED7	AMERICAN EXPRESS CO	855,000	04/25/2025	04/25/2029	855,000	868,475	886,003
CORP	025816ED7	AMERICAN EXPRESS CO	645,000	04/25/2025	04/25/2029	645,000	655,165	668,388
CORP	025816ED7	AMERICAN EXPRESS CO	130,000	04/25/2025	04/25/2029	130,000	132,049	134,714
CORP	025816ED7	AMERICAN EXPRESS CO	95,000	04/25/2025	04/25/2029	95,000	96,497	98,445
CORP	02665WFQ9	AMERICAN HONDA FINANCE CORP	1,400,000	09/05/2024	09/05/2029	1,398,320	1,407,350	1,411,799
CORP	02665WFQ9	AMERICAN HONDA FINANCE CORP	225,000	09/05/2024	09/05/2029	224,730	226,181	226,896
CORP	032654BE4	ANALOG DEVICES INC	1,450,000	06/16/2025	06/15/2030	1,448,724	1,468,488	1,487,519
CORP	032654BE4	ANALOG DEVICES INC	225,000	06/16/2025	06/15/2030	224,802	227,869	230,822
CORP	04636NAF0	ASTRAZENECA FINANCE LLC	1,300,000	03/03/2023	03/03/2028	1,297,374	1,328,483	1,333,412
CORP	04636NAF0	ASTRAZENECA FINANCE LLC	200,000	03/03/2023	03/03/2028	199,596	204,382	205,140
CORP	05565EBW4	BMW US CAPITAL LLC	850,000	08/16/2021	08/12/2026	849,745	830,221	831,667
CORP	05565EBW4	BMW US CAPITAL LLC	150,000	08/16/2021	08/12/2026	149,955	146,510	146,765
CORP	06406RBA4	BANK OF NEW YORK MELLON CORP	2,700,000	01/28/2022	01/26/2027	2,694,006	2,636,469	2,646,463
CORP	06406RBA4	BANK OF NEW YORK MELLON CORP	425,000	01/28/2022	01/26/2027	424,057	415,000	416,573
CORP	084664CZ2	BERKSHIRE HATHAWAY FINANCE CORP	2,700,000	03/17/2022	03/15/2027	2,649,348	2,643,813	2,646,573
CORP	084664CZ2	BERKSHIRE HATHAWAY FINANCE CORP	400,000	03/17/2022	03/15/2027	392,496	391,676	392,085
CORP	09290DAA9	BLACKROCK INC	175,000	03/14/2024	03/14/2029	174,683	179,006	179,394
CORP	09290DAA9	BLACKROCK INC	1,675,000	03/14/2024	03/14/2029	1,675,821	1,713,341	1,717,058
CORP	09290DAA9	BLACKROCK INC	25,000	03/14/2024	03/14/2029	24,955	25,572	25,628
CORP	09290DAA9	BLACKROCK INC	250,000	03/14/2024	03/14/2029	250,123	255,723	256,277
CORP	14913R2U0	CATERPILLAR FINANCIAL SERVICES CORP	1,350,000	01/13/2022	01/08/2027	1,343,183	1,314,360	1,319,651
CORP	14913R2U0	CATERPILLAR FINANCIAL SERVICES CORP	200,000	01/13/2022	01/08/2027	198,990	194,720	195,504
CORP	17275RBR2	CISCO SYSTEMS INC	1,485,000	02/26/2024	02/26/2029	1,484,480	1,523,803	1,530,805
CORP	17275RBR2	CISCO SYSTEMS INC	215,000	02/26/2024	02/26/2029	214,925	220,618	221,632
CORP	17325FBB3	CITIBANK NA	2,600,000	10/04/2023	09/29/2028	2,587,104	2,727,166	2,728,004

CORP	17325FBB3	CITIBANK NA JOHN DEERE	400,000	10/04/2023	09/29/2028	398,016	419,564	419,693
CORP	24422EXB0	CAPITAL CORP JOHN DEERE	1,300,000	07/25/2023	07/14/2028	1,309,932	1,334,983	1,348,747
CORP	24422EXB0	CAPITAL CORP	200,000	07/25/2023	07/14/2028	201,528	205,382	207,500
CORP	437076DJ8	HOME DEPOT INC	315,000	09/15/2025	09/15/2030	313,869	312,291	312,844
CORP	437076DJ8	HOME DEPOT INC	1,185,000	09/15/2025	09/15/2030	1,179,478	1,174,809	1,176,889
CORP	437076DJ8	HOME DEPOT INC	45,000	09/15/2025	09/15/2030	44,838	44,613	44,692
CORP	437076DJ8	HOME DEPOT INC	180,000	09/15/2025	09/15/2030	179,161	178,452	178,768
CORP	539830BZ1	LOCKHEED MARTIN CORP	205,000	05/25/2023	05/15/2028	204,631	207,300	210,746
CORP	539830BZ1	LOCKHEED MARTIN CORP	30,000	05/25/2023	05/15/2028	29,946	30,337	30,841
CORP	571676AY1	MARS INC	400,000	03/12/2025	03/01/2030	399,568	407,512	409,112
CORP	571676AY1	MARS INC	65,000	03/12/2025	03/01/2030	64,930	66,221	66,481
CORP	58933YBH7	MERCK & CO INC	515,000	05/17/2023	05/17/2028	514,583	517,807	525,570
CORP	58933YBH7	MERCK & CO INC	80,000	05/17/2023	05/17/2028	79,935	80,436	81,642
CORP	63743HFS6	NATIONAL RURAL UTILITIES COOPERATIVE FINANCE CORP	540,000	09/16/2024	06/15/2029	560,920	559,321	567,510
CORP	63743HFS6	NATIONAL RURAL UTILITIES COOPERATIVE FINANCE CORP	860,000	09/16/2024	06/15/2029	893,764	890,771	903,812
CORP	63743HFS6	NATIONAL RURAL UTILITIES COOPERATIVE FINANCE CORP	80,000	09/16/2024	06/15/2029	83,099	82,862	84,076
CORP	63743HFS6	NATIONAL RURAL UTILITIES COOPERATIVE FINANCE CORP	120,000	09/16/2024	06/15/2029	124,711	124,294	126,113
CORP	69371RT71	PACCAR FINANCIAL CORP	1,450,000	05/08/2025	05/08/2030	1,447,753	1,476,042	1,502,249
CORP	69371RT71	PACCAR FINANCIAL CORP	225,000	05/08/2025	05/08/2030	224,651	229,041	233,108
CORP	857477DB6	STATE STREET CORP	700,000	04/24/2025	04/24/2030	700,000	718,627	733,384
CORP	857477DB6	STATE STREET CORP	110,000	04/24/2025	04/24/2030	110,000	112,927	115,246
CORP	87612EBM7	TARGET CORP	240,000	01/24/2022	01/15/2027	239,592	234,305	235,293
CORP	87612EBM7	TARGET CORP	35,000	01/24/2022	01/15/2027	34,941	34,169	34,314
CORP	89236TLL7	TOYOTA MOTOR CREDIT CORP	575,000	01/05/2024	01/05/2029	574,241	585,540	591,927
CORP	89236TLL7	TOYOTA MOTOR CREDIT CORP	775,000	01/05/2024	01/05/2029	773,938	789,206	797,815
CORP	89236TLL7	TOYOTA MOTOR CREDIT CORP	115,000	01/05/2024	01/05/2029	114,842	117,108	118,385
CORP	89236TLL7	TOYOTA MOTOR CREDIT CORP	85,000	01/05/2024	01/05/2029	84,888	86,558	87,502
CORP	91324PEC2	UNITEDHEALTH GROUP INC	1,150,000	05/19/2021	05/15/2026	1,147,999	1,129,312	1,134,308
CORP	91324PEC2	UNITEDHEALTH GROUP INC	200,000	05/19/2021	05/15/2026	199,652	196,402	197,271
CORP	931142FB4	WALMART INC	930,000	04/18/2023	04/15/2028	928,289	933,339	950,063
CORP	931142FB4	WALMART INC	140,000	04/18/2023	04/15/2028	139,742	140,503	143,020

CORP	---	---	36,380,000	---	09/02/2028	36,338,984	36,683,270	36,945,956
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FHLMC

Security Type	Identifier	FHLMC	PAR	Settle Date	Maturity Date	Original Cost	Market Value	Base Market Value + Accrued
FHLMC	3132CWMM3	FH SB0364	597,947	06/25/2021	06/01/2035	644,287	582,292	584,036
FHLMC	3132CWMM3	FH SB0364	110,988	06/25/2021	06/01/2035	119,589	108,082	108,406
FHLMC	3133L7LB1	FH RC1222	694,872	10/19/2021	12/01/2034	746,987	677,965	679,992
FHLMC	3133L7LB1	FH RC1222	125,077	10/19/2021	12/01/2034	134,458	122,034	122,399
FHLMC	3133L9AJ2	FH RC2709	729,120	10/18/2022	09/01/2037	715,904	729,812	732,547
FHLMC	3133L9AJ2	FH RC2709	118,224	10/18/2022	09/01/2037	116,081	118,336	118,780
FHLMC	3137H8B42	FHMS K-J40 A1	779,395	07/14/2022	06/25/2028	779,386	769,847	772,056

FHLMC	3137H8B42	FHMS K-J40 A1	129,899	07/14/2022	06/25/2028	129,898	128,308	128,676
FHLMC	3137H8H79	FHMS K-J41 A1	1,564,401	08/04/2022	01/25/2029	1,564,382	1,533,989	1,538,078
FHLMC	3137H8H79	FHMS K-J41 A1	260,733	08/04/2022	01/25/2029	260,730	255,665	256,346
FHLMC	3137H92N8	FHMS K-J42 A1	728,603	09/15/2022	07/25/2029	728,576	726,505	728,874
FHLMC	3137H92N8	FHMS K-J42 A1	121,983	09/15/2022	07/25/2029	121,979	121,632	122,029
FHLMC	3137H9MM8	FHMS K-J43 A1	1,249,080	12/15/2022	12/25/2028	1,249,059	1,253,265	1,254,176
FHLMC	3137H9MM8	FHMS K-J43 A1	190,832	12/15/2022	12/25/2028	190,828	191,471	191,610
FHLMC	3137H9QT9	FHMS K-J44 A1	1,527,533	02/23/2023	01/25/2029	1,527,485	1,538,409	1,544,211
FHLMC	3137H9QT9	FHMS K-J44 A1	233,373	02/23/2023	01/25/2029	233,366	235,035	235,921
FHLMC	3137HA4K9	FHMS K-J45 A1	1,565,243	05/25/2023	11/25/2028	1,565,240	1,575,950	1,581,761
FHLMC	3137HA4K9	FHMS K-J45 A1	239,134	05/25/2023	11/25/2028	239,134	240,770	241,658
FHLMC	3137HACX2	FHMS K-505 A2	1,800,000	07/20/2023	06/25/2028	1,817,978	1,833,840	1,841,069
FHLMC	3137HACX2	FHMS K-505 A2	275,000	07/20/2023	06/25/2028	277,747	280,170	281,274
FHLMC	3137HAD45	FHMS K-J46 A1	1,422,795	07/27/2023	06/25/2028	1,422,760	1,434,946	1,440,610
FHLMC	3137HAD45	FHMS K-J46 A1	220,779	07/27/2023	06/25/2028	220,773	222,664	223,543
FHLMC	3137HAGY6	FHMS K-752 A1	761,109	08/24/2023	01/25/2029	738,627	764,215	766,932
FHLMC	3137HAGY6	FHMS K-752 A1	117,791	08/24/2023	01/25/2029	114,311	118,271	118,692
FHLMC	3137HAMH6	FHMS K-506 A2	1,800,000	09/14/2023	08/25/2028	1,773,373	1,828,278	1,835,253
FHLMC	3137HAMH6	FHMS K-506 A2	275,000	09/14/2023	08/25/2028	270,932	279,320	280,386
FHLMC	3137HAMS2	FHMS K-507 A2	1,800,000	09/28/2023	09/25/2028	1,778,485	1,835,730	1,842,930
FHLMC	3137HAMS2	FHMS K-507 A2	275,000	09/28/2023	09/25/2028	271,713	280,459	281,559
FHLMC	3137HAQ74	FHMS K-508 A2	1,800,000	10/19/2023	08/25/2028	1,760,515	1,834,776	1,841,886
FHLMC	3137HAQ74	FHMS K-508 A2	275,000	10/19/2023	08/25/2028	268,968	280,313	281,399
FHLMC	3137HAST4	FHMS K-509 A2	1,350,000	10/31/2023	09/25/2028	1,306,958	1,380,996	1,386,452
FHLMC	3137HAST4	FHMS K-509 A2	205,000	10/31/2023	09/25/2028	198,464	209,707	210,535
FHLMC	3137HB3D4	FHMS K-510 A2	655,000	11/21/2023	10/25/2028	653,106	672,705	675,471
FHLMC	3137HB3D4	FHMS K-510 A2	100,000	11/21/2023	10/25/2028	99,711	102,703	103,125
FHLMC	3137HDV56	FHMS K-524 A2	1,520,000	07/25/2024	05/25/2029	1,529,980	1,553,303	1,559,282
FHLMC	3137HDV56	FHMS K-524 A2	240,000	07/25/2024	05/25/2029	241,576	245,258	246,202
FHLMC	3137HDXL9	FHMS K-526 A2	1,705,000	08/15/2024	07/25/2029	1,720,949	1,733,883	1,740,338
FHLMC	3137HDXL9	FHMS K-526 A2	270,000	08/15/2024	07/25/2029	272,526	274,574	275,596
FHLMC	3137HKXJ8	FHMS K-539 A2	665,000	04/24/2025	01/25/2030	664,977	673,459	675,903
FHLMC	3137HKXJ8	FHMS K-539 A2	105,000	04/24/2025	01/25/2030	104,996	106,336	106,721

FHLMC	---	---	28,603,911	---	07/06/2029	28,576,793	28,855,272	28,956,714
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FHLMC CMO

Security Type	Identifier	FHLMC CMO	PAR	Settle Date	Maturity Date	Original Cost	Market Value	Base Market Value + Accrued
FHLMC CMO	3133Q5GZ3	FHS 370 A3	482,187	12/29/2020	09/25/2033	489,005	466,004	466,406
FHLMC CMO	3137F7DH5	FHR 5048 B	355,900	11/30/2020	05/25/2033	360,404	331,303	331,600
FHLMC CMO	3137F7DH5	FHR 5048 B	75,286	11/30/2020	05/25/2033	76,239	70,083	70,146
FHLMC CMO	3137HB3G7	FHMS K-511 A2	1,000,000	12/07/2023	10/25/2028	997,127	1,022,750	1,026,800
FHLMC CMO	3137HB3G7	FHMS K-511 A2	150,000	12/07/2023	10/25/2028	149,569	153,413	154,020
FHLMC CMO	3137HDJJ0	FHMS K-522 A2	1,851,273	06/13/2024	05/25/2029	1,851,268	1,894,852	1,902,262
FHLMC CMO	3137HDJJ0	FHMS K-522 A2	272,819	06/13/2024	05/25/2029	272,818	279,241	280,333

FHLMC CMO	---	---	4,187,465	---	02/03/2030	4,196,430	4,217,647	4,231,567
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FNMA

Security Type	Identifier	FNMA	PAR	Settle Date	Maturity Date	Original Cost	Market Value	Base Market Value + Accrued
FNMA	3140K7XA6	FN BP0672	663,733	05/18/2021	03/01/2035	711,232	643,157	644,817
FNMA	3140K7XA6	FN BP0672	117,129	05/18/2021	03/01/2035	125,511	113,498	113,791
FNMA	3140Q9FM0	FN CA1971	732,915	01/18/2022	06/01/2033	773,340	722,603	724,741
FNMA	3140Q9FM0	FN CA1971	109,937	01/18/2022	06/01/2033	116,001	108,390	108,711
FNMA	3140QGKN6	FN CA8400	704,030	03/22/2021	12/01/2035	770,253	691,653	693,707
FNMA	3140QGKN6	FN CA8400	137,800	03/22/2021	12/01/2035	150,761	135,377	135,779
FNMA	3140X92C8	FN FM6170	481,167	06/25/2021	07/01/2035	521,464	475,027	476,631
FNMA	3140X92C8	FN FM6170	90,219	06/25/2021	07/01/2035	97,775	89,068	89,368
FNMA	3140X9K46	FN FM5714	367,590	03/25/2021	11/01/2035	400,444	365,929	367,154
FNMA	3140X9K46	FN FM5714	65,641	03/25/2021	11/01/2035	71,508	65,344	65,563
FNMA	3140XALC4	FN FM6622	883,577	03/29/2021	02/01/2036	929,136	835,864	837,705
FNMA	3140XALC4	FN FM6622	165,671	03/29/2021	02/01/2036	174,213	156,724	157,070
FNMA	3140XC4K1	FN FM8925	792,273	11/16/2021	08/01/2034	859,121	791,195	793,836
FNMA	3140XC4K1	FN FM8925	148,551	11/16/2021	08/01/2034	161,085	148,349	148,844
FNMA	3140XHQQ3	FN FS2262	1,128,758	06/30/2022	06/01/2037	1,143,043	1,114,140	1,117,903
FNMA	3140XJHF3	FN FS2929	1,148,498	10/18/2022	09/01/2037	1,114,222	1,130,995	1,134,823
FNMA	3140XJHF3	FN FS2929	191,416	10/18/2022	09/01/2037	185,704	188,499	189,137
FNMA	3140XJJ87	FN FS2986	841,535	10/21/2022	10/01/2032	816,552	835,754	838,559
FNMA	3140XJJ87	FN FS2986	119,148	10/21/2022	10/01/2032	115,611	118,330	118,727
FNMA	---	---	8,889,588	---	07/27/2035	9,236,977	8,729,898	8,756,865

FNMA CMO

Security Type	Identifier	FNMA CMO	PAR	Settle Date	Maturity Date	Original Cost	Market Value	Base Market Value + Accrued
FNMA CMO	31394CP22	FNR 2005-33 QE	1,153,922	03/31/2023	04/25/2035	1,176,144	1,177,797	1,182,605
FNMA CMO	31394CP22	FNR 2005-33 QE	175,149	03/31/2023	04/25/2035	178,522	178,773	179,503
FNMA CMO	31394CP22	FNR 2005-33 QE	1,329,071	03/31/2023	04/25/2035	1,354,666	1,356,569	1,362,107

MMFUND

Security Type	Identifier	MMFUND	PAR	Settle Date	Maturity Date	Original Cost	Market Value	Base Market Value + Accrued
MMFUND	31846V534	FIRST AMER:US TRS MM Y	9,620,231	---	09/30/2025	9,620,231	9,620,231	9,620,231
MMFUND	31846V534	FIRST AMER:US TRS MM Y	5,938,073	---	09/30/2025	5,938,073	5,938,073	5,938,073
MMFUND	31846V534	FIRST AMER:US TRS MM Y	1,136,097	---	09/30/2025	1,136,097	1,136,097	1,136,097
MMFUND	SM - LAIF	Local Agency Investment Fund	5,973,792	---	09/30/2025	5,973,792	5,973,792	5,973,792
MMFUND	SM-CAMP	California Asset Management Program	229,450,024	---	09/30/2025	229,450,024	229,450,024	229,450,024
MMFUND	---	---	252,118,217	---	09/30/2025	252,118,217	252,118,217	252,118,217

MUNI

Security Type	Identifier	MUNI	PAR	Settle Date	Maturity Date	Original Cost	Market Value	Base Market Value + Accrued
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MUNI	13077DQD7	CALIFORNIA ST UNIV REV	430,000	07/29/2021	11/01/2025	430,000	428,861	430,405
MUNI	13077DQD7	CALIFORNIA ST UNIV REV	75,000	07/29/2021	11/01/2025	75,000	74,801	75,071

MUNI	13077DQD7	CALIFORNIA ST UNIV REV	505,000	07/29/2021	11/01/2025	505,000	503,662	505,476
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SUPRANATIONAL

Security Type	Identifier	SUPRANATIONAL	PAR	Settle Date	Maturity Date	Original Cost	Market Value	Base Market Value + Accrued
SUPRANATIONAL	459058KJ1	INTERNATIONAL BANK FOR RECONSTRUCTION AND DEVELOPM	1,800,000	07/19/2022	06/15/2027	1,799,064	1,782,918	1,799,481
SUPRANATIONAL	459058KJ1	INTERNATIONAL BANK FOR RECONSTRUCTION AND DEVELOPM	275,000	07/19/2022	06/15/2027	274,857	272,390	274,921
SUPRANATIONAL	459058KJ1	INTERNATIONAL BANK FOR RECONSTRUCTION AND DEVELOPM	2,075,000	07/19/2022	06/15/2027	2,073,921	2,055,308	2,074,401

US GOV

Security Type	Identifier	US GOV	PAR	Settle Date	Maturity Date	Original Cost	Market Value	Base Market Value + Accrued
US GOV	912828U24	UNITED STATES TREASURY	500,000	10/11/2022	11/15/2026	460,820	490,585	494,362
US GOV	912828U24	UNITED STATES TREASURY	2,000,000	12/07/2022	11/15/2026	1,861,016	1,962,340	1,977,449
US GOV	912828U24	UNITED STATES TREASURY	1,550,000	01/06/2023	11/15/2026	1,442,045	1,520,814	1,532,523
US GOV	912828U24	UNITED STATES TREASURY	150,000	10/11/2022	11/15/2026	138,246	147,176	148,309
US GOV	912828U24	UNITED STATES TREASURY	100,000	01/06/2023	11/15/2026	93,035	98,117	98,872
US GOV	91282CAZ4	UNITED STATES TREASURY	7,000,000	06/30/2025	11/30/2025	6,887,617	6,957,370	6,966,192
US GOV	91282CAZ4	UNITED STATES TREASURY	600,000	06/30/2025	11/30/2025	590,367	596,346	597,102
US GOV	91282CBC4	UNITED STATES TREASURY	350,000	06/07/2021	12/31/2025	344,859	346,847	347,178
US GOV	91282CBC4	UNITED STATES TREASURY	7,200,000	12/06/2021	12/31/2025	6,983,438	7,135,128	7,141,951
US GOV	91282CBC4	UNITED STATES TREASURY	1,200,000	11/04/2021	12/31/2025	1,167,234	1,189,188	1,190,325
US GOV	91282CBC4	UNITED STATES TREASURY	50,000	10/06/2021	12/31/2025	49,102	49,550	49,597
US GOV	91282CBC4	UNITED STATES TREASURY	525,000	11/04/2021	12/31/2025	510,665	520,270	520,767
US GOV	91282CBW0	UNITED STATES TREASURY	350,000	01/06/2022	04/30/2026	341,469	343,868	344,967
US GOV	91282CCH2	UNITED STATES TREASURY	2,150,000	06/11/2024	06/30/2028	1,901,826	2,017,388	2,024,180
US GOV	91282CCH2	UNITED STATES TREASURY	1,650,000	07/03/2024	06/30/2028	1,456,705	1,548,228	1,553,440
US GOV	91282CCH2	UNITED STATES TREASURY	2,200,000	08/05/2024	06/30/2028	1,986,703	2,064,304	2,071,254
US GOV	91282CCH2	UNITED STATES TREASURY	1,150,000	09/06/2024	06/30/2028	1,054,721	1,079,068	1,082,701
US GOV	91282CCH2	UNITED STATES TREASURY	350,000	06/11/2024	06/30/2028	309,600	328,412	329,518
US GOV	91282CCH2	UNITED STATES TREASURY	525,000	07/03/2024	06/30/2028	463,497	492,618	494,276
US GOV	91282CCH2	UNITED STATES TREASURY	350,000	08/05/2024	06/30/2028	316,066	328,412	329,518
US GOV	91282CCH2	UNITED STATES TREASURY	100,000	09/06/2024	06/30/2028	91,715	93,832	94,148
US GOV	91282CCP4	UNITED STATES TREASURY	450,000	07/08/2022	07/31/2026	411,943	438,476	438,949
US GOV	91282CCP4	UNITED STATES TREASURY	150,000	08/15/2022	07/31/2026	136,594	146,159	146,316
US GOV	91282CEN7	UNITED STATES TREASURY	4,400,000	02/03/2023	04/30/2027	4,236,547	4,339,324	4,389,960
US GOV	91282CEN7	UNITED STATES TREASURY	650,000	02/03/2023	04/30/2027	625,854	641,037	648,517
US GOV	91282CEV9	UNITED STATES TREASURY	4,000,000	03/06/2025	06/30/2029	3,871,875	3,940,160	3,973,013
US GOV	91282CEV9	UNITED STATES TREASURY	3,400,000	08/05/2025	06/30/2029	3,316,328	3,349,136	3,377,061
US GOV	91282CEV9	UNITED STATES TREASURY	4,000,000	09/05/2025	06/30/2029	3,940,156	3,940,160	3,973,013
US GOV	91282CEV9	UNITED STATES TREASURY	600,000	03/06/2025	06/30/2029	580,781	591,024	595,952
US GOV	91282CEV9	UNITED STATES TREASURY	525,000	08/05/2025	06/30/2029	512,080	517,146	521,458

US GOV	91282CEV9	UNITED STATES TREASURY	625,000	09/05/2025	06/30/2029	615,649	615,650	620,783
US GOV	91282CFB2	UNITED STATES TREASURY	4,950,000	05/05/2023	07/31/2027	4,782,744	4,872,681	4,895,615
US GOV	91282CFB2	UNITED STATES TREASURY	1,900,000	06/06/2023	07/31/2027	1,811,977	1,870,322	1,879,125
US GOV	91282CFB2	UNITED STATES TREASURY	1,525,000	07/07/2023	07/31/2027	1,437,670	1,501,180	1,508,245
US GOV	91282CFB2	UNITED STATES TREASURY	1,600,000	09/15/2023	07/31/2027	1,498,750	1,575,008	1,582,421
US GOV	91282CFB2	UNITED STATES TREASURY	875,000	05/05/2023	07/31/2027	845,435	861,333	865,387
US GOV	91282CFB2	UNITED STATES TREASURY	300,000	06/06/2023	07/31/2027	286,102	295,314	296,704
US GOV	91282CFB2	UNITED STATES TREASURY	225,000	07/07/2023	07/31/2027	212,115	221,486	222,528
US GOV	91282CFB2	UNITED STATES TREASURY	250,000	09/15/2023	07/31/2027	234,180	246,095	247,253
US GOV	91282CFZ9	UNITED STATES TREASURY	3,100,000	12/05/2023	11/30/2027	3,058,949	3,116,337	3,156,707
US GOV	91282CFZ9	UNITED STATES TREASURY	3,100,000	01/05/2024	11/30/2027	3,088,133	3,116,337	3,156,707
US GOV	91282CFZ9	UNITED STATES TREASURY	325,000	12/05/2023	11/30/2027	320,696	326,713	330,945
US GOV	91282CFZ9	UNITED STATES TREASURY	450,000	01/05/2024	11/30/2027	448,277	452,372	458,232
US GOV	91282CGP0	UNITED STATES TREASURY	1,500,000	02/06/2024	02/29/2028	1,506,270	1,513,245	1,518,383
US GOV	91282CGP0	UNITED STATES TREASURY	2,100,000	04/05/2024	02/29/2028	2,066,613	2,118,543	2,125,736
US GOV	91282CGP0	UNITED STATES TREASURY	2,700,000	05/06/2024	02/29/2028	2,626,594	2,723,841	2,733,090
US GOV	91282CGP0	UNITED STATES TREASURY	225,000	02/06/2024	02/29/2028	225,940	226,987	227,757
US GOV	91282CGP0	UNITED STATES TREASURY	175,000	04/05/2024	02/29/2028	172,218	176,545	177,145
US GOV	91282CGP0	UNITED STATES TREASURY	425,000	05/06/2024	02/29/2028	413,445	428,753	430,209
US GOV	91282CJR3	UNITED STATES TREASURY	2,550,000	11/05/2024	12/31/2028	2,511,949	2,558,058	2,582,224
US GOV	91282CJR3	UNITED STATES TREASURY	4,700,000	12/06/2024	12/31/2028	4,638,129	4,714,852	4,759,393
US GOV	91282CJR3	UNITED STATES TREASURY	2,700,000	01/07/2025	12/31/2028	2,640,410	2,708,532	2,734,120
US GOV	91282CJR3	UNITED STATES TREASURY	4,900,000	02/06/2025	12/31/2028	4,799,320	4,915,484	4,961,921
US GOV	91282CJR3	UNITED STATES TREASURY	325,000	11/05/2024	12/31/2028	320,150	326,027	329,107
US GOV	91282CJR3	UNITED STATES TREASURY	800,000	12/06/2024	12/31/2028	789,469	802,528	810,110
US GOV	91282CJR3	UNITED STATES TREASURY	400,000	01/07/2025	12/31/2028	391,172	401,264	405,055
US GOV	91282CJR3	UNITED STATES TREASURY	675,000	02/06/2025	12/31/2028	661,131	677,133	683,530

US GOV	---	UNITED STATES TREASURY	91,625,000	---	12/02/2027	88,486,392	90,575,097	91,151,299
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YANKEE

Security Type	Identifier	YANKEE	PAR	Settle Date	Maturity Date	Original Cost	Market Value	Base Market Value + Accrued
YANKEE	63254ABE7	NATIONAL AUSTRALIA BANK LTD (NEW YORK BRANCH)	1,250,000	06/13/2022	06/09/2027	1,238,825	1,249,800	1,264,986

YANKEE	63254ABE7	NATIONAL AUSTRALIA BANK LTD (NEW YORK BRANCH)	1,250,000	06/13/2022	06/09/2027	1,238,825	1,249,800	1,264,986
--------	-----------	--	-----------	------------	------------	-----------	-----------	-----------

Summary

Security Type	Identifier	Summary	PAR	Settle Date	Maturity Date	Original Cost	Market Value	Base Market Value + Accrued
---	---	---	597,963,631	---	05/15/2027	595,115,236	597,750,443	599,047,037



SAN MATEO COUNTY TRANSIT DISTRICT

Investment Performance Review For the Quarter Ended September 30, 2025

Client Management Team

Monique Spyke, Managing Director
Allison Kaune, Relationship Manager
Michael P. Downs, Portfolio Manager

PFM Asset Management A division of U.S. Bancorp Asset Management, Inc

1 California Street Ste. 1000
San Francisco, CA 94111-5411
415-393-7270

213 Market Street
Harrisburg, PA 17101-2141
717-232-2723

NOT FDIC INSURED : NO BANK GUARANTEE : MAY LOSE VALUE

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Agenda

- Market Update
- Account Summary
- Portfolio Review

Market Update

Current Market Themes



- ▶ U.S. economy has been resilient but a cooling labor market presents risk
 - ▶ Net new job creation neared zero as employers follow a “no hire, no fire” approach
 - ▶ Inflation accelerated but Fed expects further price pressures to be short-lived
 - ▶ Uncertainty eased as tariff and fiscal announcements were digested



- ▶ Fed cut rates for the first time in 2025
 - ▶ Fed Chair Powell acknowledged the difficulty in balancing the risks affecting labor markets and inflation, but noted risks to the labor market were the Fed's focus
 - ▶ The Fed's September “dot plot” signals 50 bps in additional cuts for 2025, though views remain split, with 7 members favoring no additional cuts in 2025



- ▶ Treasury yields moved lower across the curve in Q3
 - ▶ Front end Treasury yields moved lower on Fed rate cut expectations
 - ▶ Yields settled into a narrow trading range as market volatility eased
 - ▶ Credit spreads continued to tighten and neared historically narrow levels

Source: Details on market themes and economic indicators provided throughout the body of the presentation. Bloomberg Finance L.P., as of September 30, 2025.

Economic Growth Rebounds Amid Sticky Inflation

Fed Chair Powell: "While the unemployment rate remains low, it has edged up, job gains have slowed, and downside risks to employment have risen. At the same time, inflation has risen recently and remains somewhat elevated. Recent indicators suggest that growth of economic activity has moderated."

	2023												2024												2025							
CPI YoY	6.4	6.0	5.0	4.9	4.0	3.0	3.2	3.7	3.7	3.2	3.1	3.4	3.1	3.2	3.5	3.4	3.3	3.0	2.9	2.5	2.4	2.6	2.7	2.9	3.0	2.8	2.4	2.3	2.4	2.7	2.7	2.9
Unemployment Rate	3.5	3.6	3.5	3.4	3.6	3.6	3.5	3.7	3.8	3.9	3.7	3.8	3.7	3.9	3.9	3.9	4.0	4.1	4.2	4.2	4.1	4.1	4.2	4.1	4.0	4.1	4.2	4.2	4.2	4.1	4.2	4.3
U.S. Real GDP QoQ	2.9		2.5		4.7		3.4		0.8		3.6		3.3		1.9		-0.6		3.8		1.7% Est.*											
Consumption QoQ	4.5		1.5		3.1		3.0		1.7		3.9		4.0		3.9		0.6		2.5		1.5% Est*											

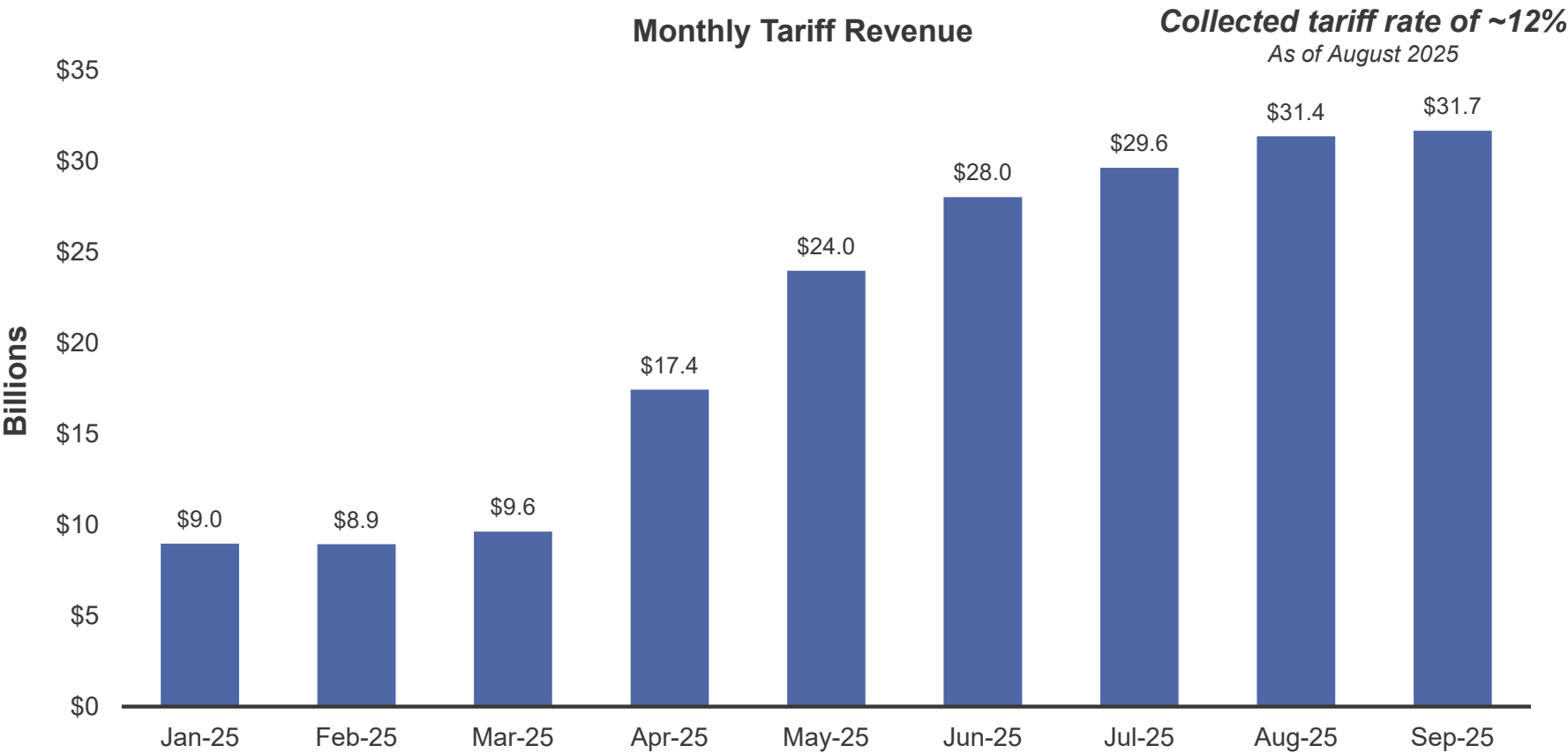
Worse	Neutral	Better
-------	---------	--------

Source: FOMC Chair Jerome Powell Press Conference, September 17, 2025. Bloomberg Finance L.P., Bureau of Labor Statistics and Bureau of Economic Analysis as of August 2025. The shading represents the deciles of each data point using 30 years of historical data.

*Median forecasts sourced from Bloomberg Finance L.P. as of October 2, 2025.

Tariff Revenue Nears \$200 Billion Year-to-Date

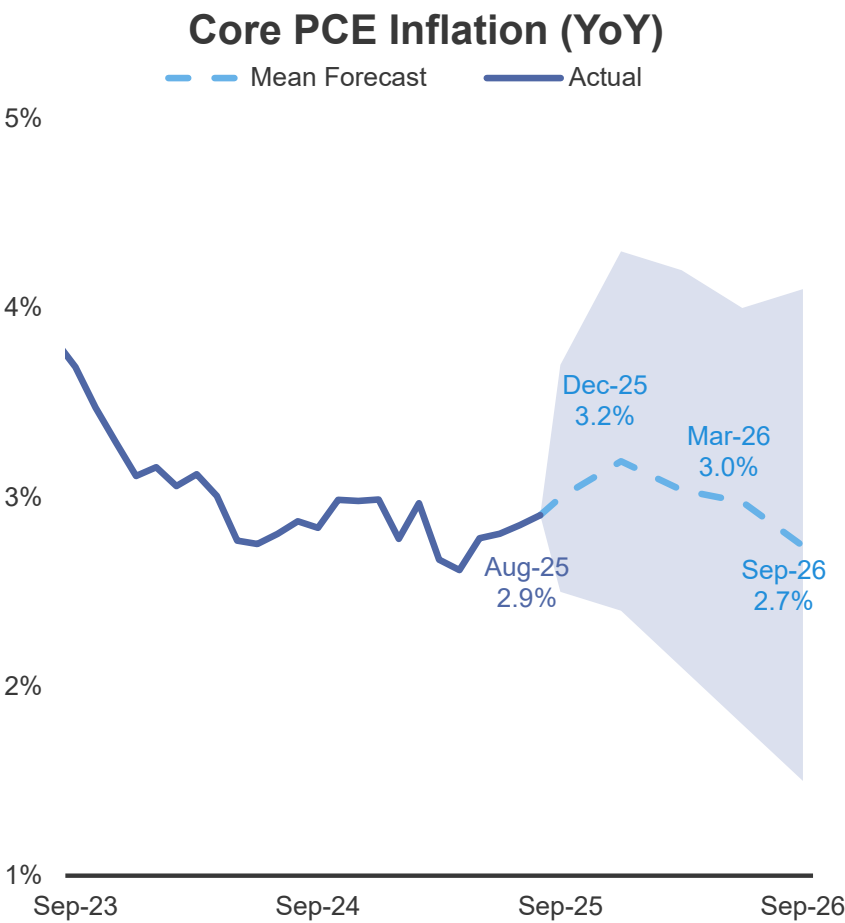
Fed Chair Powell: “Retailers and importers are not passing along the impact of the tariffs to consumers that much. So the actual effects on inflation have been quite modest ... It’s retailers and importers absorbing most of the cost.”



Source: Fed Chair Jerome Powell speech to Greater Providence Chamber of Commerce, September 23, 2025. Bloomberg Finance L.P. and U.S. Treasury as of September 30, 2025. U.S. Census Bureau as of August 2025.

The Fed's Dual Mandate Remains Complicated

Fed Chair Powell: “[T]he increase in goods prices accounts for most ... or perhaps all of the increase in inflation over the course of this year. ”



Factors Influencing Slower Than Expected Pass-Through of Goods Inflation

- Inventory Drawdown**
- Margin Compression**
- Exceptions & Exclusions**
- Shifting Trade Patterns**
- Contractual Pricing**

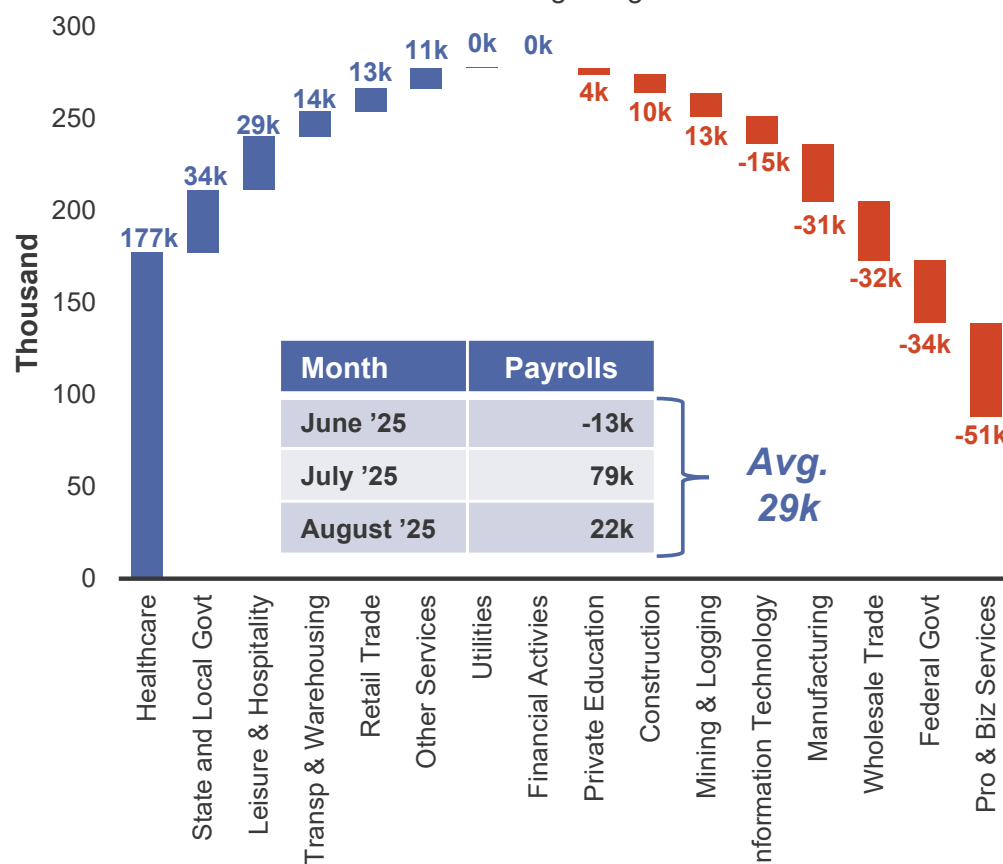
Source: FOMC Chair Jerome Powell Press Conference, September 17, 2025. Bureau of Economic Analysis, and Bloomberg Finance L.P., as of August 2025 (left). Survey responses after September 26, 2025, included in mean and forecast range.

The Fed's Dual Mandate Remains Complicated

Fed Chair Powell: "Labor demand has softened, and the recent pace of job creation appears to be running below the break-even rate needed to hold the unemployment rate constant."

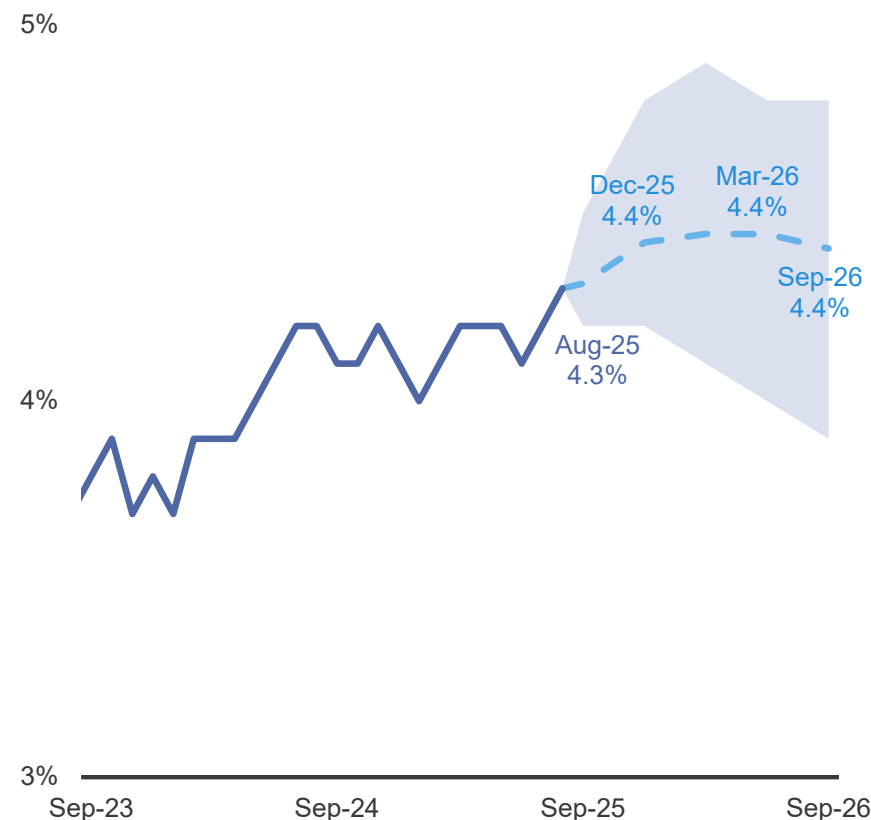
Cumulative Job Growth

Jun-25 through Aug-25



Unemployment Rate

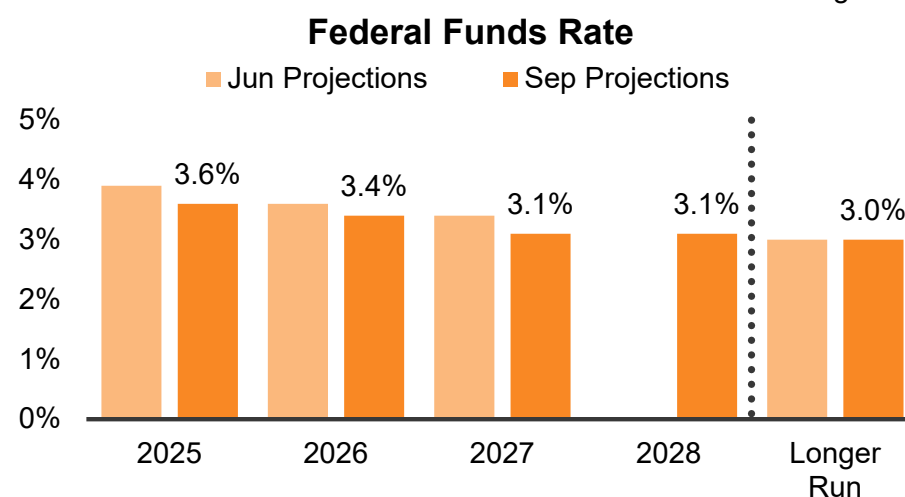
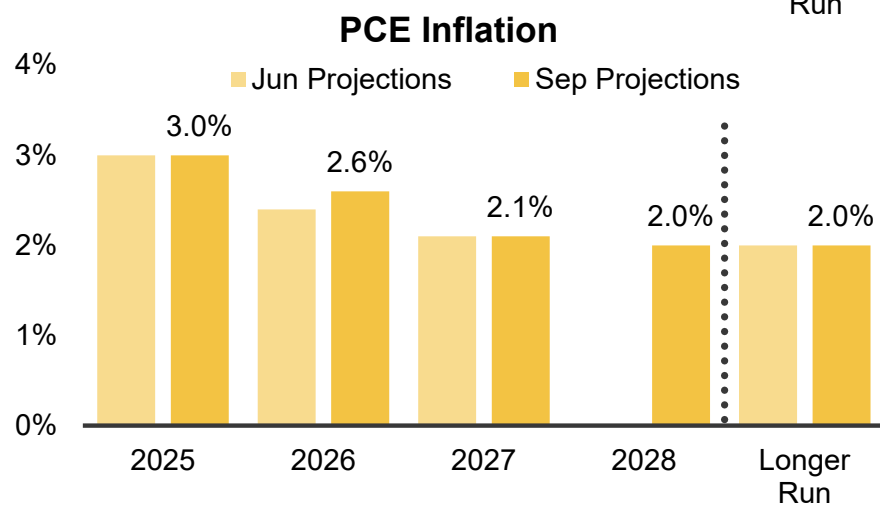
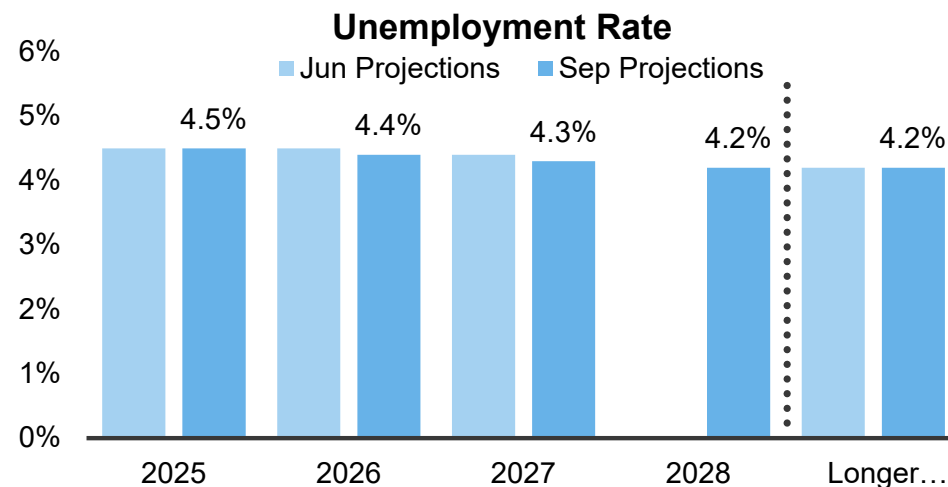
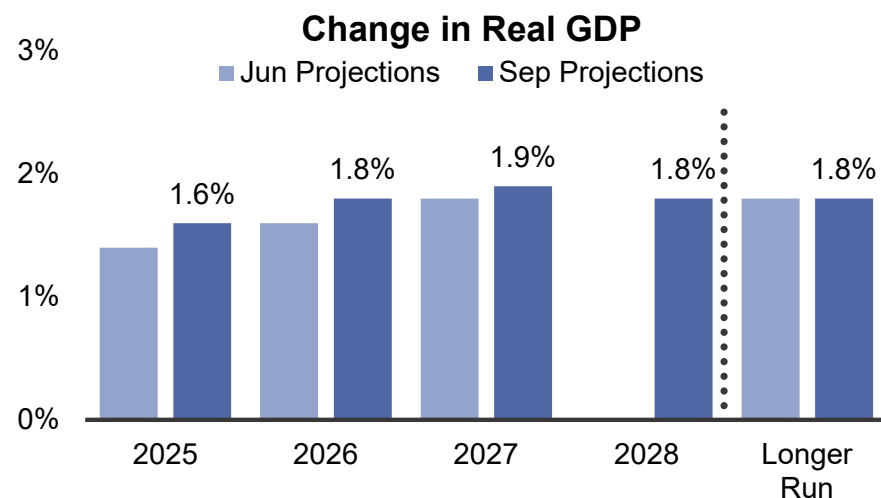
— Mean Forecast — Actual



Source: FOMC Chair Jerome Powell Press Conference, September 17, 2025. Bureau of Labor Statistics, and Bloomberg Finance L.P., as of August 2025. Data is seasonally adjusted. Survey responses after September 26, 2025, included in mean and forecast range.

Fed's Updated Summary of Economic Projections

Fed Chair Powell: "[I]t's a difficult situation because we have risks that are both affecting the labor market and inflation, our two goals ... When they're both at risk, we have to balance them"



Source: FOMC Chair Jerome Powell Press Conference as of September 17, 2025. September 2025 was the first projection period for calendar year 2028.

Economic Uncertainty Challenges Outlook

Negative

- ▶ Net new job creation nears zero
- ▶ Sticky services inflation
- ▶ Increasing retail credit card balances
- ▶ Rising student loan delinquencies
- ▶ Planned federal spending cuts

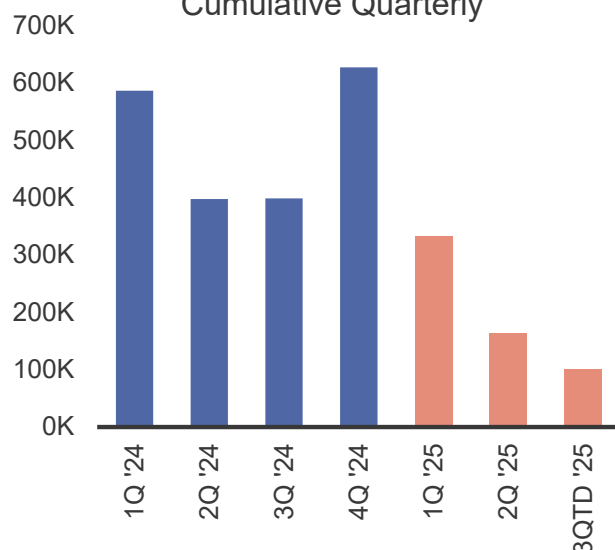
Neutral

- ▶ Slower tariff-based inflation passthrough
- ▶ Stabilizing credit card delinquencies
- ▶ Corporate fundamentals

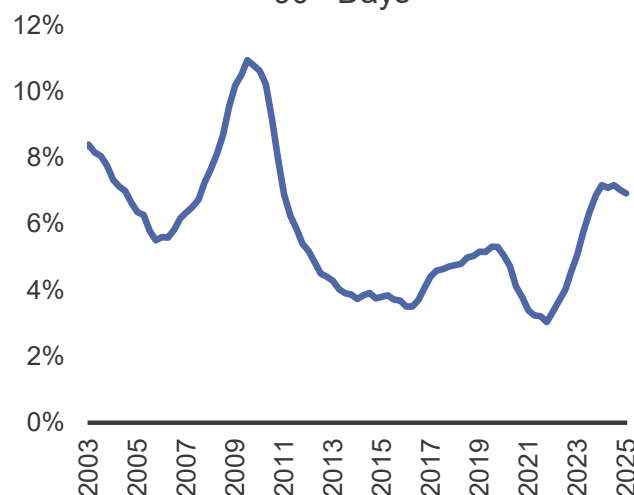
Positive

- ▶ Easing Fed Policy
- ▶ Resilient consumer spending
- ▶ Positive real disposable personal income growth
- ▶ Fiscal tailwinds to business investment

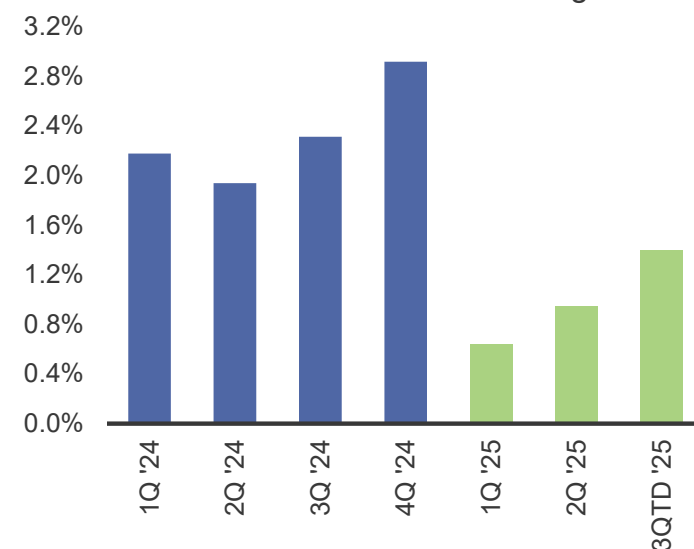
Nonfarm Payrolls
Cumulative Quarterly



Credit Card Delinquencies
90+ Days



Personal Consumption
Quarter-Over-Quarter Change

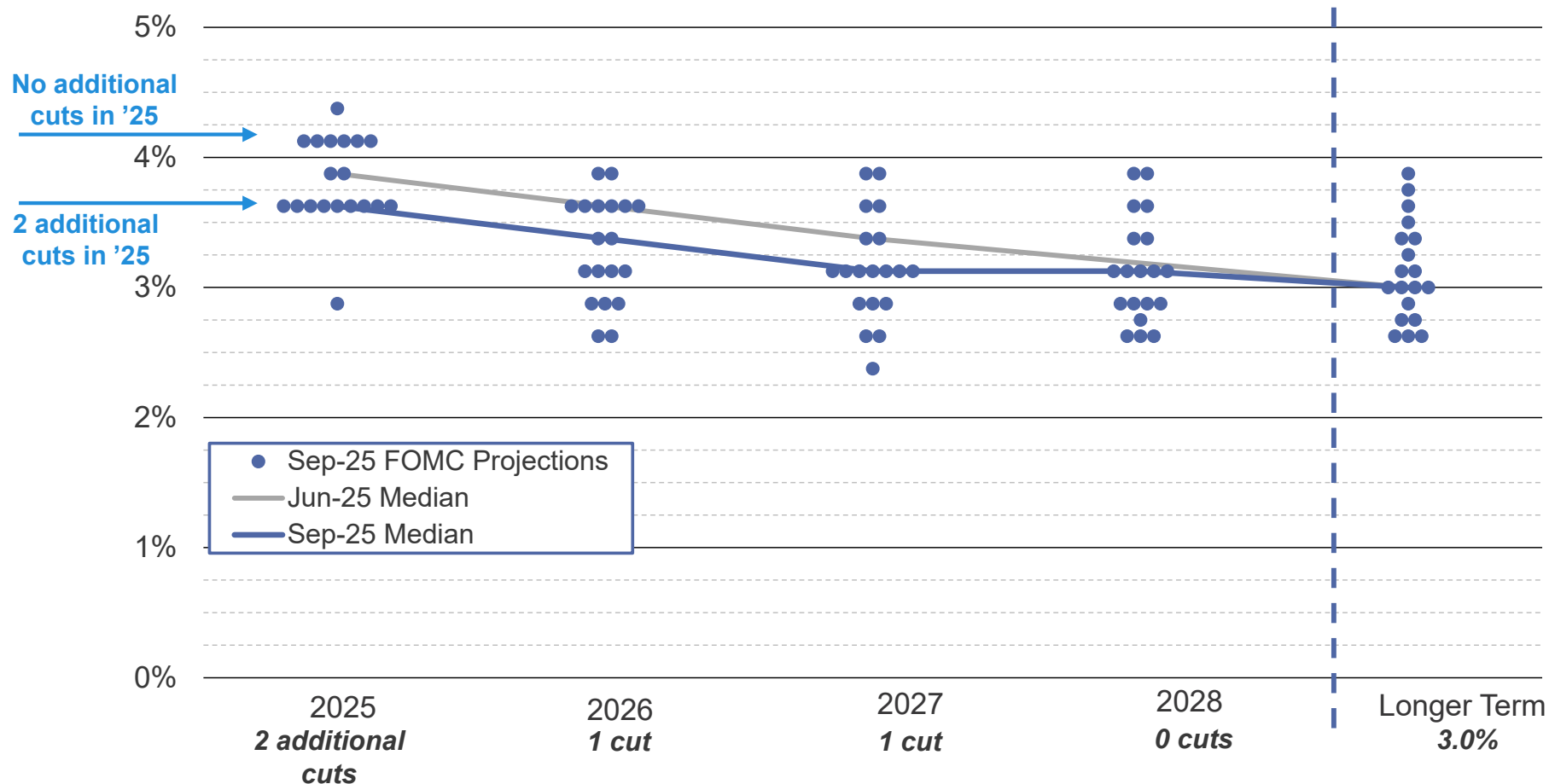


Sources: Bloomberg Finance L.P., Bureau of Labor Statistics as of August 2025, Federal Reserve Bank of New York as of June 2025, and Bureau of Economic Analysis as of August 2025.

The Latest Fed “Dot Plot”

Fed Chair Powell: “[T]here are no risk-free path now. It’s not incredibly obvious what to do... [A]nd you’ll see that there are just a range of views on what to do.”

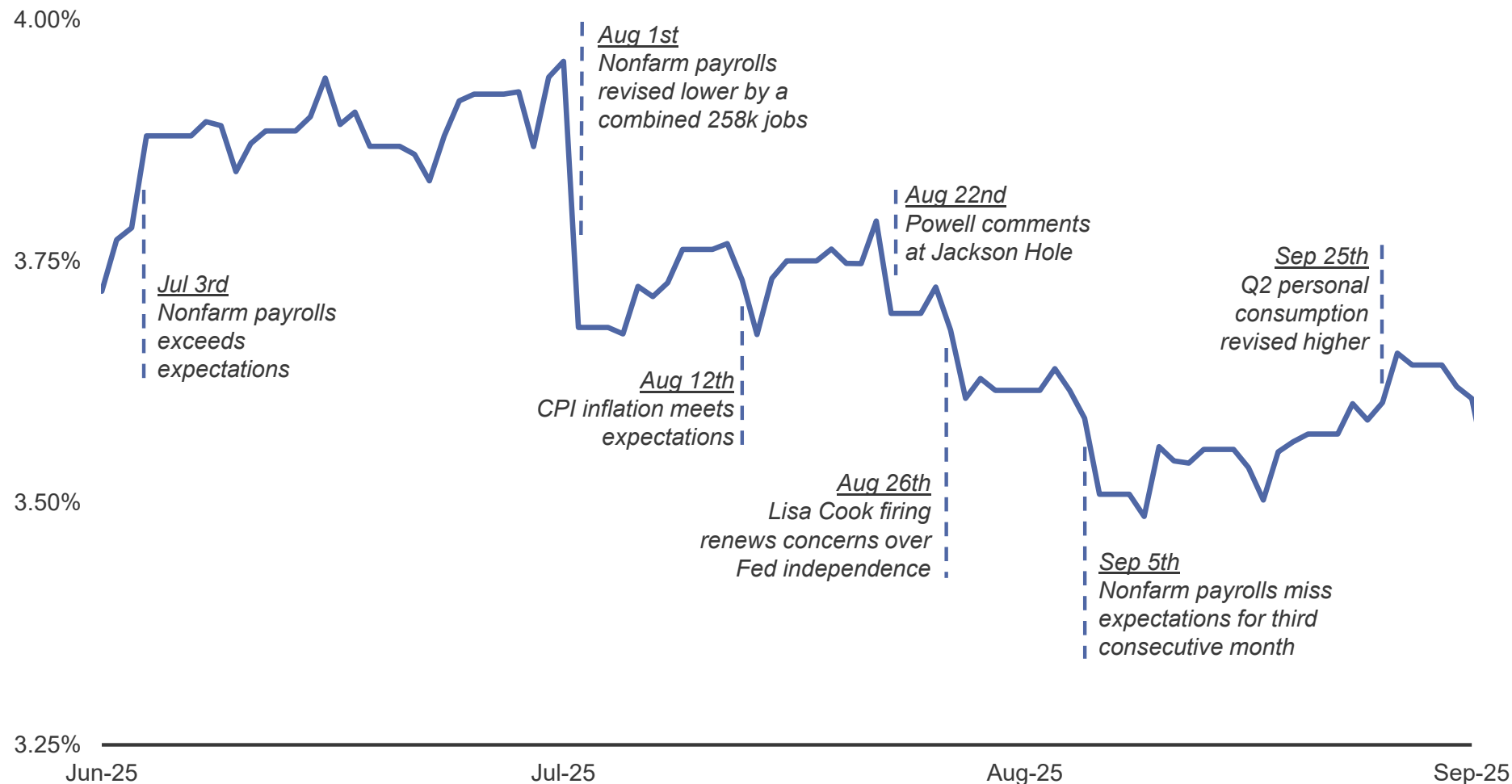
Fed Participants’ Assessments of ‘Appropriate’ Monetary Policy



Source: Federal Reserve and FOMC Chair Jerome Powell Press Conference, as of September 17, 2025. Bloomberg Finance L.P.. Individual dots represent each Fed members' judgement of the midpoint of the appropriate target range for the federal funds rate at each year-end.

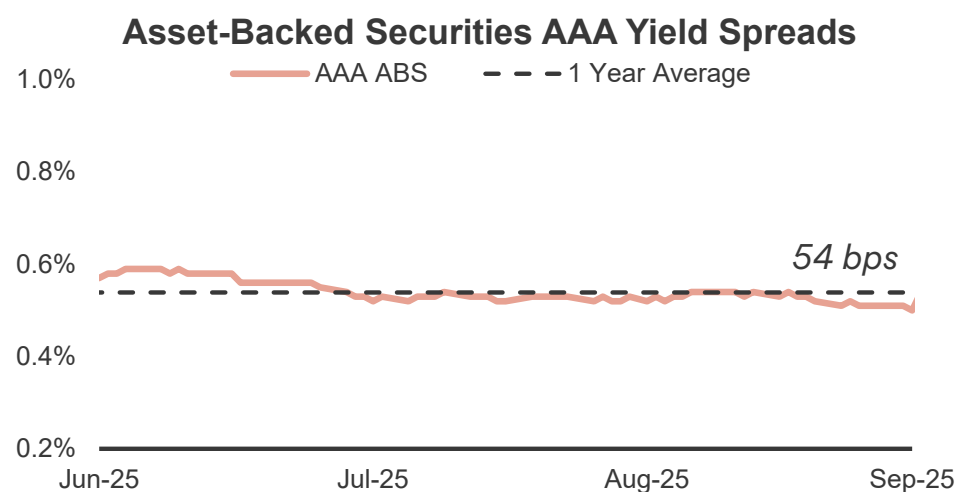
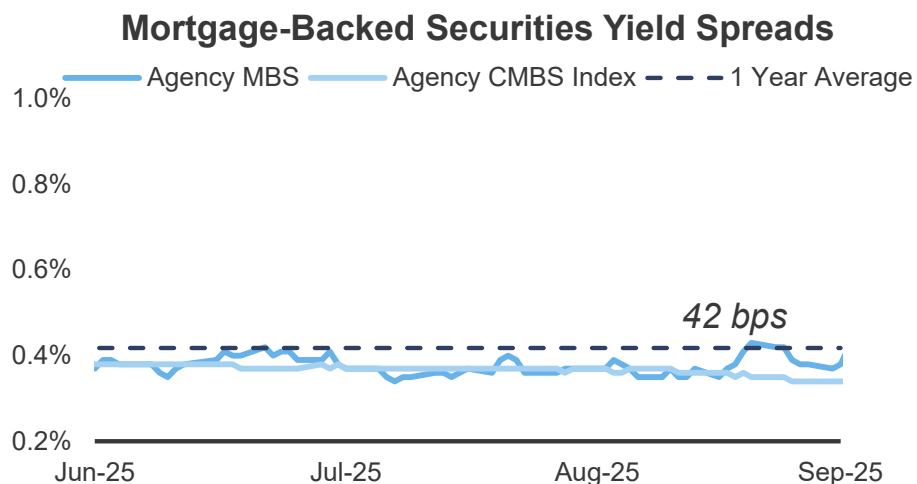
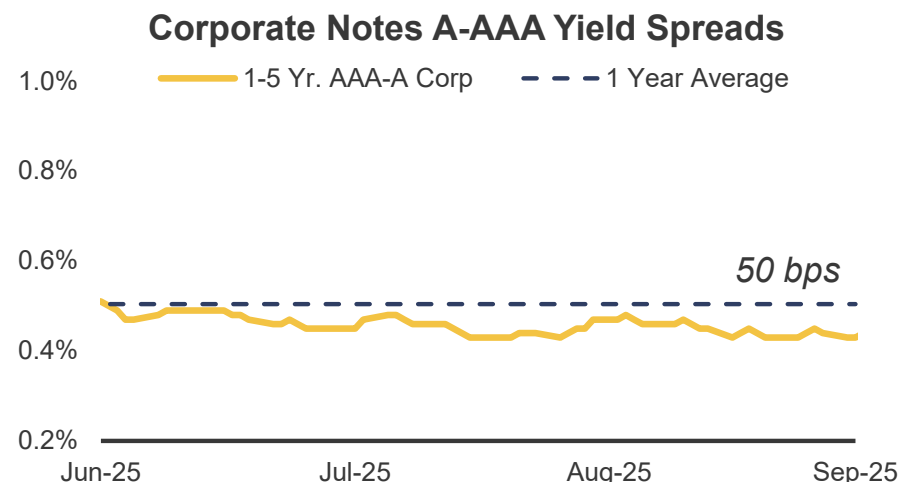
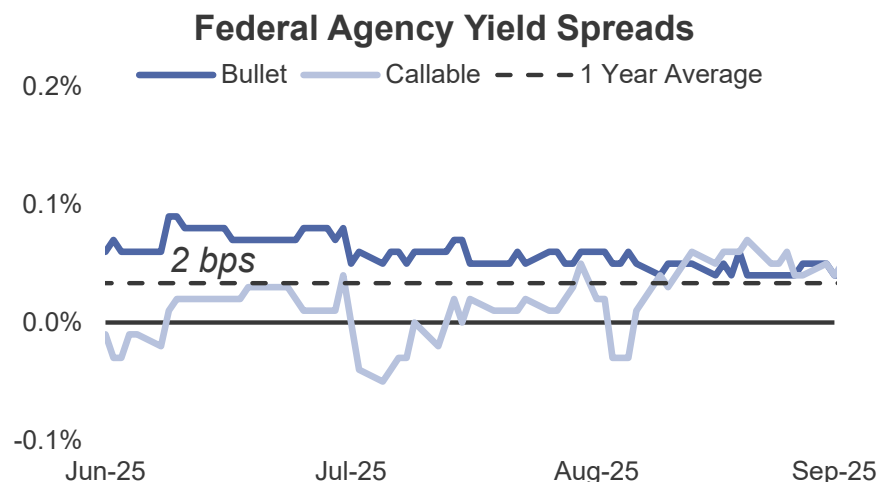
Treasury Yields Lower on Labor Market Risk

2-Year U.S. Treasury Yield
June 30, 2025 – September 30, 2025



Source: Bloomberg Finance L.P., as of September 30, 2025.

Sector Yield Spreads

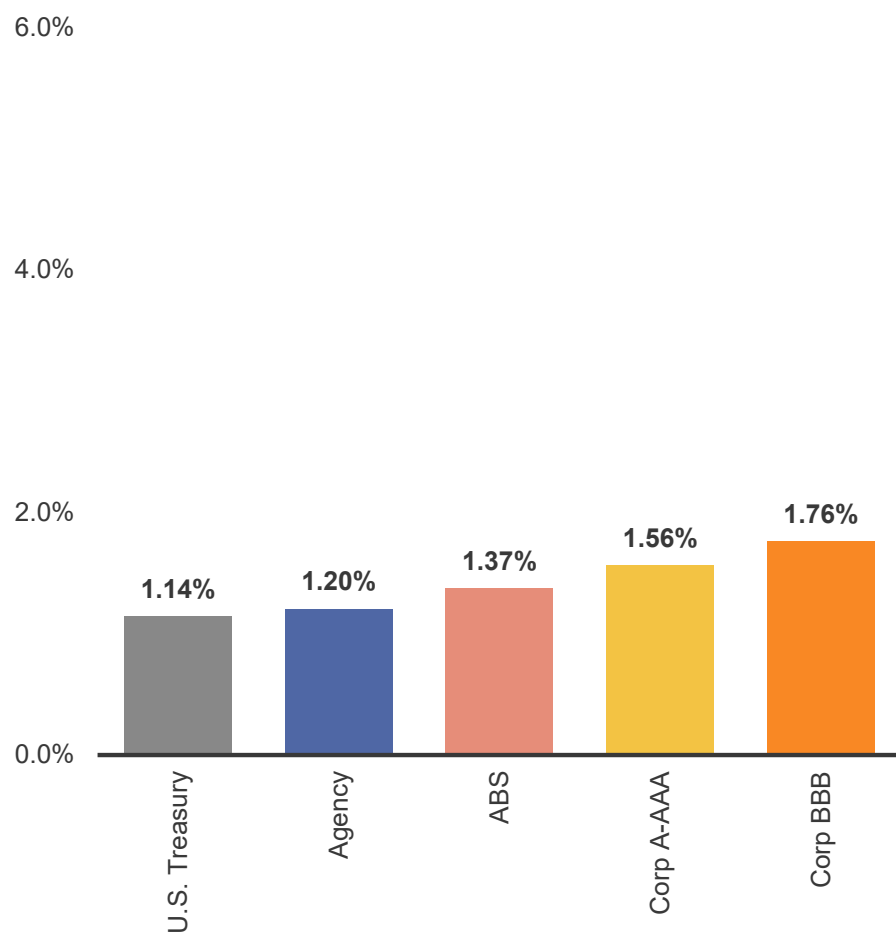


Source: ICE BofA 1-5 year Indices via Bloomberg Finance L.P. and PFMAM as of September 30, 2025. Spreads on ABS and MBS are option-adjusted spreads of 0-5 year indices based on weighted average life; spreads on agencies are relative to comparable maturity Treasuries. CMBS is Commercial Mortgage-Backed Securities and represented by the ICE BofA Agency CMBS Index.

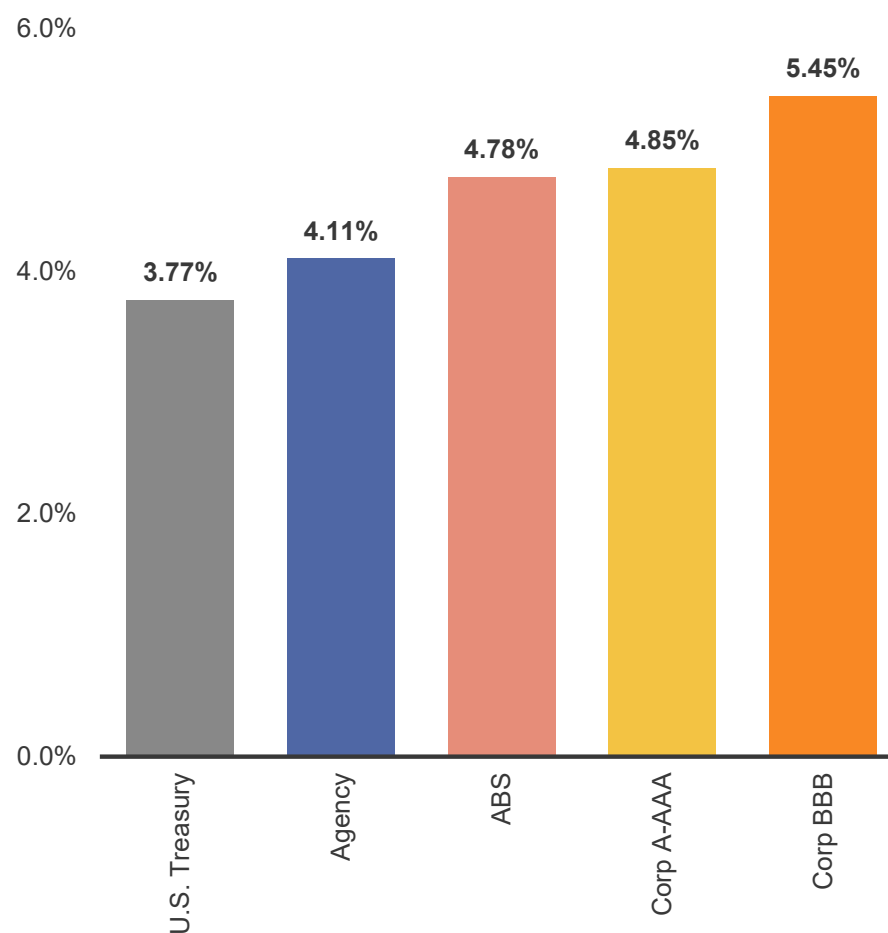
Fixed-Income Index Total Returns in 3Q 2025

1-5 Year Indices

Third Quarter 2025 Returns



1-Year Return



Source: ICE BofA Indices. ABS indices are 0-5 year, based on weighted average life. As of September 30, 2025.

Fixed-Income Sector Commentary – 3Q 2025

- ▶ The **Federal Open Market Committee (FOMC)** lowered the target range for the federal funds rate to 4.00-4.25% during the September 17th meeting, citing weakening in the labor market.
- ▶ **U.S. Treasury** yields across all maturities moved lower over the quarter. The change in yields reflected ongoing market sensitivity to the Fed, with concerns regarding the labor market taking center stage amid ongoing weakness. As a result of the Treasury rally, total returns were positive for the quarter.
- ▶ **Federal Agency & supranational** spreads remained low and traded in a narrow range throughout Q3. Excess returns remained muted in part due to limited issuance, which is a trend we expect to continue.
- ▶ **Investment-Grade (IG) corporate** bonds generated strong excess returns as spreads narrowed to multi-year lows across most maturities. Lower-quality and longer-duration bonds led performance, supported by strong investor demand.
- ▶ **Asset-Backed Securities** spreads tightened but remain modestly elevated versus 12-month lows. While excess returns were positive, they lagged those of IG corporates. Auto loan collateral modestly outperformed credit card-backed securities.
- ▶ **Agency-backed mortgage-backed securities (MBS)** delivered solid performance with positive excess returns across the board. Longer-duration MBS stood out as a top-performing IG sector in Q3. **Agency-backed commercial MBS (CMBS)** also posted positive excess returns for the quarter.
- ▶ **Short-term credit** (commercial paper and negotiable bank CDs) yields declined as Treasury issuance surged and the Fed cut rates. Short-end yield spreads widened over the quarter and demand remained strong as investors viewed the sector as a hedge against future rate cuts.

The views expressed within this material constitute the perspective and judgment of PFM Asset Management at the time of distribution (09/30/2025) and are subject to change. Information is obtained from sources generally believed to be reliable and available to the public; however, PFM Asset Management cannot guarantee its accuracy, completeness, or suitability.

Factors to Consider for 6-12 Months

Monetary Policy (Global):



- The Fed cut rates by 25 bps in September citing rising downside risks to employment despite inflation remaining above its 2% target. This was the Fed's first rate cut since December 2024.
- The "dot plot" signals 50 bps in additional cuts for 2025, though views remain split, with 7 members favoring no additional cuts in 2025.
- Major central banks have already eased (ECB and BOE) or are in the process of further easing (U.S. and Canada) except for the BOJ slowly tightening policy after decades of easy monetary policy.

Economic Growth (Global):



- U.S. growth continues to be resilient driven by an unwind of the trade and inventory dynamics earlier in the year as well as robust consumer spending and elevated business investment
- Consumer spending and business investment remain strong despite growing softness in the labor market.
- Trade tensions, elevated tariffs and a prolonged U.S. government shutdown remain key downside risks to growth, while AI driven investment and fiscal support in some regions provide partial offsets.

Inflation (U.S.):



- Inflation accelerated in Q3 led by rising goods prices and sticky services costs, keeping core inflation closer to 3%, well above the Fed's 2% target.
- Fed projections show a longer timeline for inflation to reach its 2% target.
 - Fed Chair Powell noted tariffs have begun to push up goods prices in some categories, but the base case is for these effects to be short-lived.

Financial Conditions (U.S.):



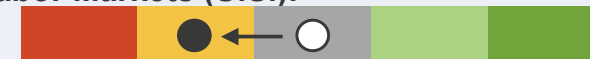
- Financial conditions eased as tariff announcements were digested. This sparked renewed market confidence which resulted in equities reaching new all-time highs and credit spreads tightening to historically narrow levels.
- Fiscal uncertainty and geopolitical risks could reintroduce tighter financial conditions over the next 6-12 months.

Consumer Spending (U.S.):



- Slower nominal wage growth combined with higher inflation has eroded real purchasing power.
- However, consumer activity remained resilient, driven by spending from higher income households.
- Consumer confidence improved slightly but remains below historical averages, reflecting concerns over slower hiring and inflation persistence.
- Further labor market softness, a significant correction in the equity market or more complete pass-through of tariffs into consumer prices remain the largest threats to consumer spending.

Labor Markets (U.S.):



- Labor market conditions continued to cool with net new job creation nearing zero while being concentrated in just a few service sectors.
- Despite some signs of cooling, the layoff rate remains low and points towards employers adopting what has been characterized as a "no hire, no fire" approach.
- The unemployment rate ticked up modestly, job openings declined further, and the quits rate remain subdued, signaling reduced worker leverage.
- Initial jobless claims remain low, but longer job search durations suggest labor market conditions continue to loosen.

● Current outlook ○ Outlook one quarter ago

Stance
Unfavorable to
Risk Assets

Negative

Slightly
Negative

Neutral

Slightly
Positive

Positive

Stance
Favorable to
Risk Assets

Statements and opinions expressed about the next 6-12 months were developed based on our independent research with information obtained from Bloomberg Finance L.P. and FactSet. The views expressed within this material constitute the perspective and judgment of PFM Asset Management at the time of distribution (9/30/2025) and are subject to change. Information is obtained from sources generally believed to be reliable and available to the public; however, PFM Asset Management cannot guarantee its accuracy, completeness, or suitability.

Account Summary

Certificate of Compliance

During the reporting period for the quarter ended September 30, 2025, the account(s) managed by PFM Asset Management ("PFMAM") were in compliance with the applicable investment policy and guidelines as furnished to PFMAM.

Acknowledged : *PFM Asset Management, a division of U.S. Bancorp Asset Management, Inc.*

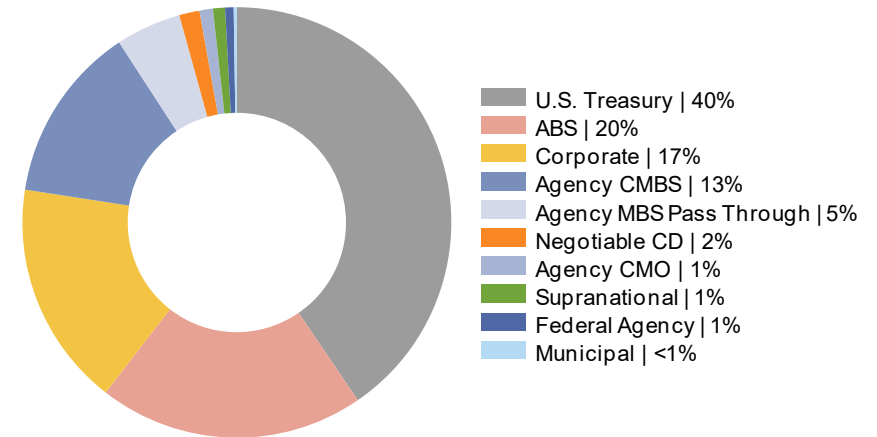
Note: Pre- and post-trade compliance for the account(s) managed by PFM Asset Management is provided via Bloomberg Financial LP Asset and Investment Management ("AIM").

Consolidated Summary

Account Summary

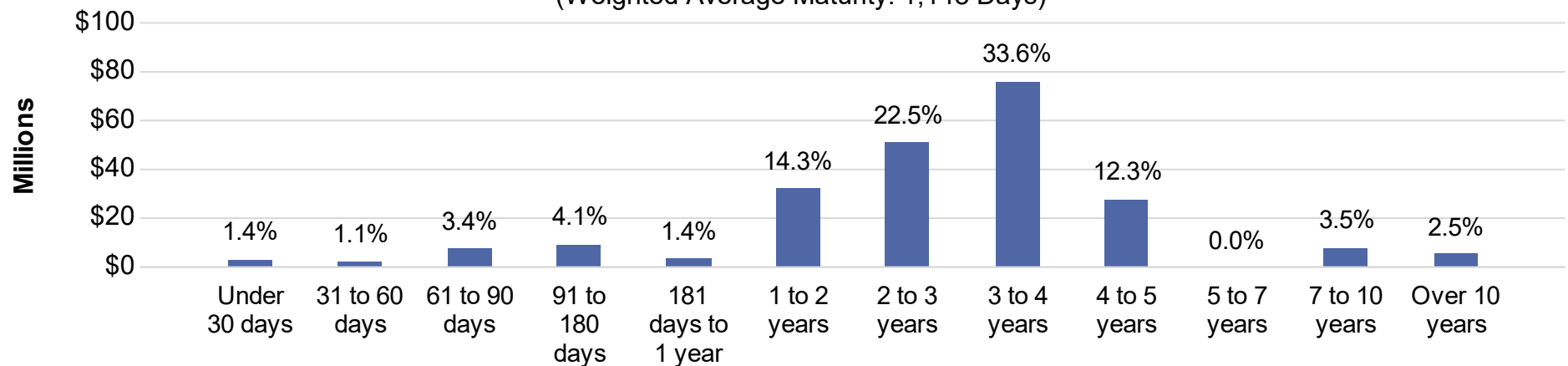
PFMAM Managed Account	\$232,438,862
Total Program	\$232,438,862

Sector Allocation



Maturity Distribution

(Weighted Average Maturity: 1,148 Days)



1. Account summary and sector allocation include market values, accrued interest, and overnight balances. Maturity distribution includes market values and excludes accrued interest and overnight balances

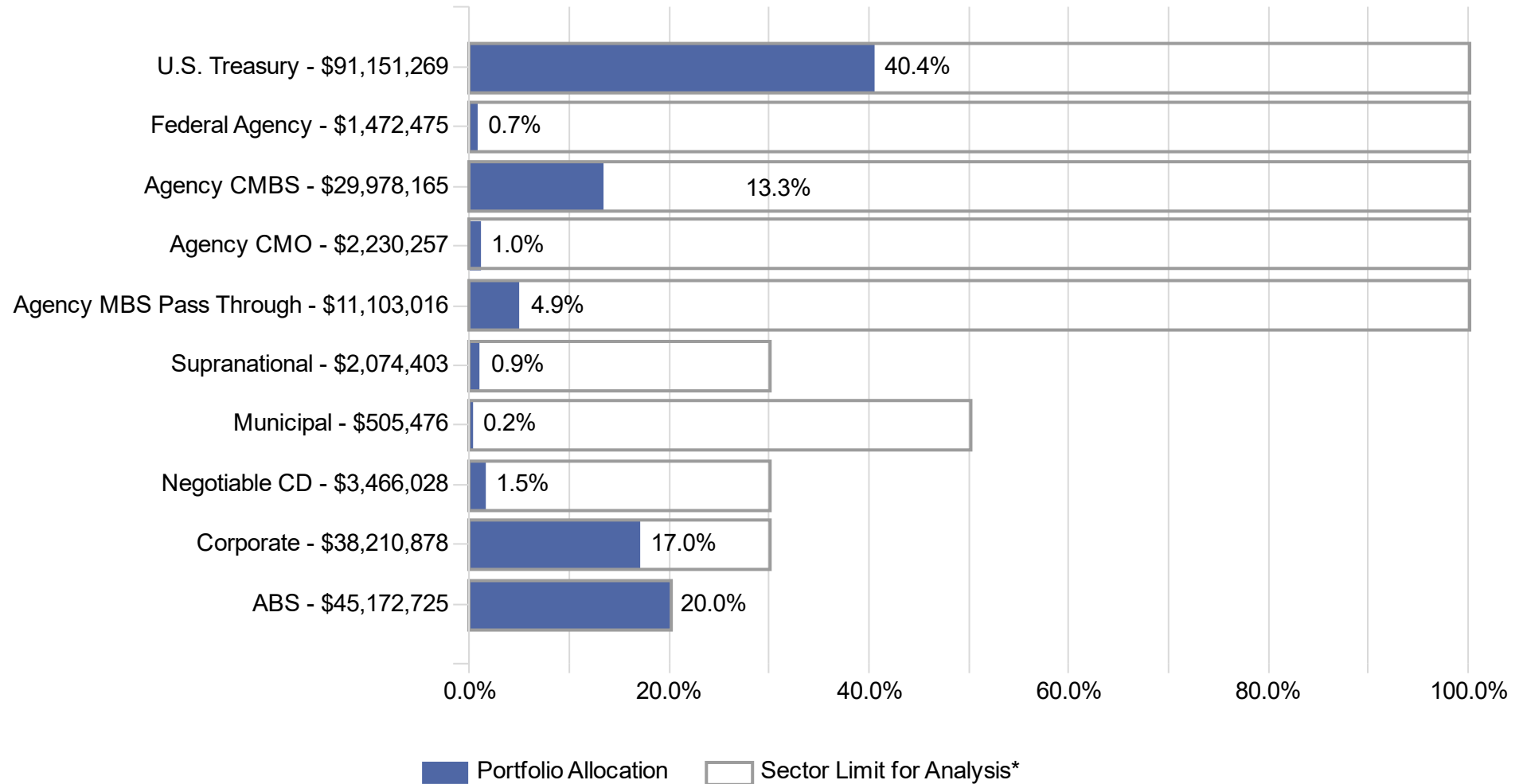
Account Summary

SamTrans Operating Funds			
Portfolio Values	September 30, 2025	Analytics ¹	September 30, 2025
PFMAM Managed Account	\$194,651,774	Yield at Market	3.92%
Amortized Cost	\$193,532,190	Yield on Cost	4.05%
Market Value	\$194,651,774	Portfolio Duration	2.11
Accrued Interest	\$1,125,419		
Cash	\$5,938,073		

SamTrans Paratransit Funds			
Portfolio Values	September 30, 2025	Analytics ¹	September 30, 2025
PFMAM Managed Account	\$29,412,306	Yield at Market	3.94%
Amortized Cost	\$29,255,335	Yield on Cost	4.07%
Market Value	\$29,412,306	Portfolio Duration	2.13
Accrued Interest	\$175,193		
Cash	\$1,136,097		

1. Yield at market, yield on cost, and portfolio duration only include investments held within the separately managed account(s), excludes balances invested in overnight funds.

Sector Allocation Analytics



For informational/analytical purposes only and is not provided for compliance assurance. Includes accrued interest.

*Sector Limit for Analysis is as derived from our interpretation of your most recent Investment Policy as provided.

Issuer Diversification

Security Type / Issuer	Market Value (%)	S&P / Moody's / Fitch
U.S. Treasury	40.4%	
United States Treasury	40.4%	AA / Aa / AA
Federal Agency	0.7%	
Federal National Mortgage Association	0.7%	AA / Aa / AA
Agency CMBS	13.3%	
Federal Home Loan Mortgage Corp	13.3%	AA / Aa / AA
Agency CMO	1.0%	
Federal Home Loan Mortgage Corp	0.4%	AA / Aa / AA
Federal National Mortgage Association	0.6%	AA / Aa / AA
Agency MBS Pass Through	4.9%	
Federal Home Loan Mortgage Corp	1.0%	AA / Aa / AA
Federal National Mortgage Association	3.9%	AA / Aa / AA
Supranational	0.9%	
International Bank for Reconstruction &	0.9%	AAA / Aaa / AAA
Municipal	0.2%	
California State University	0.2%	AA / Aa / NR
Negotiable CD	1.5%	
Nordea Bank Abp	0.2%	AA / Aa / AA
Toronto-Dominion Bank	1.4%	A / A / NR
Corporate	17.0%	
Air Products and Chemicals Inc	0.6%	A / A / NR
American Express Co	0.8%	A / A / A
Analog Devices Inc	0.8%	A / A / A
AstraZeneca PLC	0.7%	A / A / NR
Bank of New York Mellon Corp	1.4%	A / Aa / AA
Bayerische Motoren Werke AG	0.4%	A / A / NR
Berkshire Hathaway Inc	1.3%	AA / Aa / A

Security Type / Issuer	Market Value (%)	S&P / Moody's / Fitch
Corporate	17.0%	
BlackRock Inc	1.0%	AA / Aa / NR
Caterpillar Inc	0.7%	A / A / A
Cisco Systems Inc	0.8%	AA / A / NR
Citigroup Inc	1.4%	A / Aa / A
Deere & Co	0.7%	A / A / A
Home Depot Inc	0.8%	A / A / A
Honda Motor Co Ltd	0.7%	A / A / NR
Lockheed Martin Corp	0.1%	A / A / A
Mars Inc	0.2%	A / A / NR
Merck & Co Inc	0.3%	A / Aa / NR
National Australia Bank Ltd	0.6%	AA / Aa / NR
National Rural Utilities Cooperative Fi	0.7%	A / A / A
PACCAR Inc	0.8%	A / A / NR
State Street Corp	0.4%	A / Aa / AA
Target Corp	0.1%	A / A / A
Toyota Motor Corp	0.7%	A / A / A
UnitedHealth Group Inc	0.6%	A / A / A
Walmart Inc	0.5%	AA / Aa / AA
ABS	20.0%	
Ally Auto Receivables Trust	0.3%	AAA / NR / AAA
American Express Co	1.9%	AAA / NR / AAA
BA Credit Card Trust	1.9%	AAA / Aaa / AAA
Bank of America Corp	0.1%	NR / Aaa / AAA
Capital One Financial Corp	1.5%	AAA / NR / AAA
CarMax Inc	0.1%	AAA / NR / AAA
Citigroup Inc	1.0%	AAA / Aaa / NR

Ratings shown are calculated by assigning a numeral value to each security rating, then calculating a weighted average rating for each security type / issuer category using all available security ratings, excluding Not-Rated (NR) ratings. For security type / issuer categories where a rating from the applicable NRSRO is not available, a rating of NR is assigned. Includes accrued interest and excludes balances invested in overnight funds.

Issuer Diversification

Security Type / Issuer	Market Value (%)	S&P / Moody's / Fitch
ABS	20.0%	
Discover Card Execution Note Trust	0.6%	AAA / Aaa / NR
Fifth Third Auto Trust	0.5%	AAA / Aaa / NR
Ford Credit Auto Owner Trust	0.9%	AAA / Aaa / AAA
GM Financial Consumer Automobile Receiv	0.2%	AAA / Aaa / NR
Honda Auto Receivables Owner Trust	2.1%	AAA / Aaa / AAA
Hyundai Auto Receivables Trust	1.1%	AAA / NR / AAA
JPMorgan Chase & Co	1.6%	AAA / NR / AAA
Nissan Auto Receivables Owner Trust	1.5%	NR / Aaa / AAA
Porsche Innovative Lease Owner	0.2%	AAA / NR / AAA
Toyota Auto Receivables Owner Trust	0.8%	AAA / NR / AAA
Verizon Master Trust	0.8%	NR / Aaa / AAA
Volkswagen Auto Loan Enhanced Trust	0.6%	NR / Aaa / AAA
WF Card Issuance Trust	2.3%	AAA / Aaa / AAA
Total	100.0%	

Ratings shown are calculated by assigning a numeral value to each security rating, then calculating a weighted average rating for each security type / issuer category using all available security ratings, excluding Not-Rated (NR) ratings. For security type / issuer categories where a rating from the applicable NRSRO is not available, a rating of NR is assigned. Includes accrued interest and excludes balances invested in overnight funds.

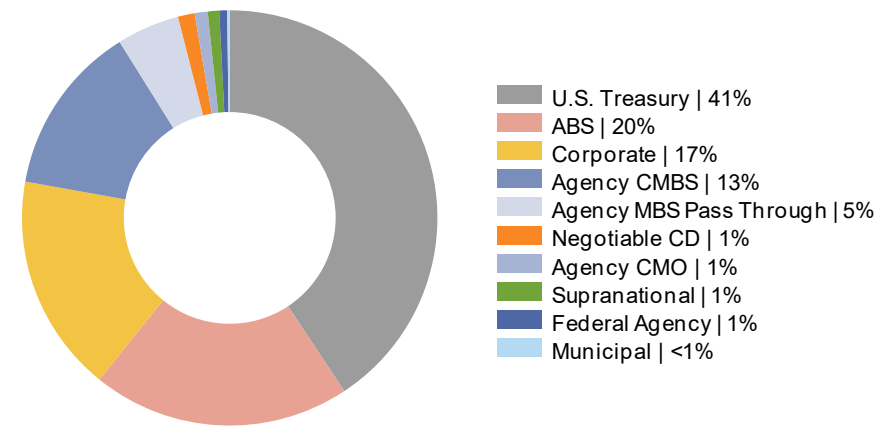
Portfolio Review: SamTrans Operating Funds

Portfolio Snapshot - SamTrans Operating Funds¹

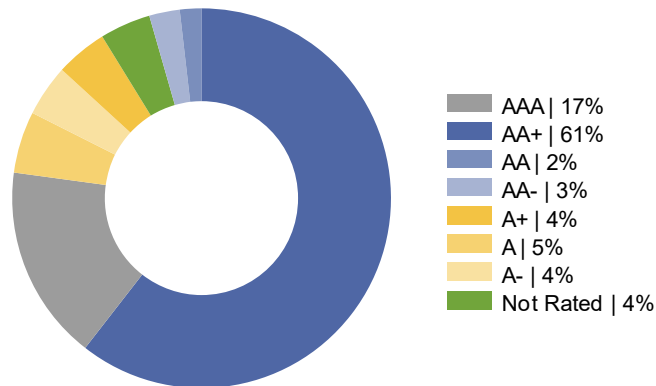
Portfolio Statistics

Total Market Value	\$201,715,265.92
Securities Sub-Total	\$194,651,774.21
Accrued Interest	\$1,125,418.91
Cash	\$5,938,072.80
Portfolio Effective Duration	2.11 years
Benchmark Effective Duration	2.04 years
Yield At Cost	4.05%
Yield At Market	3.92%
Portfolio Credit Quality	AA

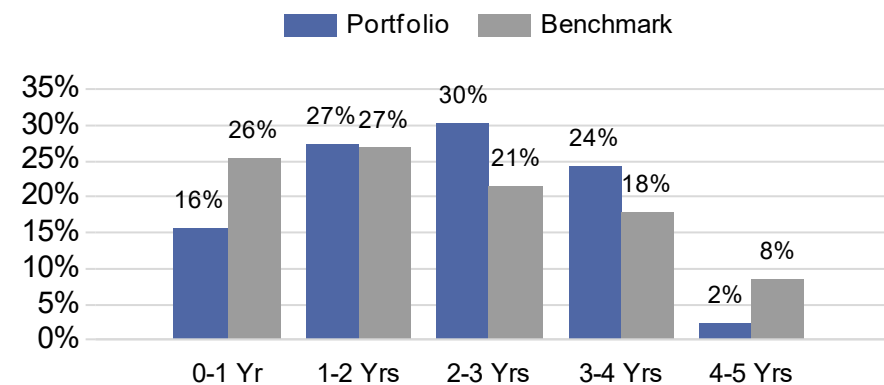
Sector Allocation



Credit Quality - S&P



Duration Distribution



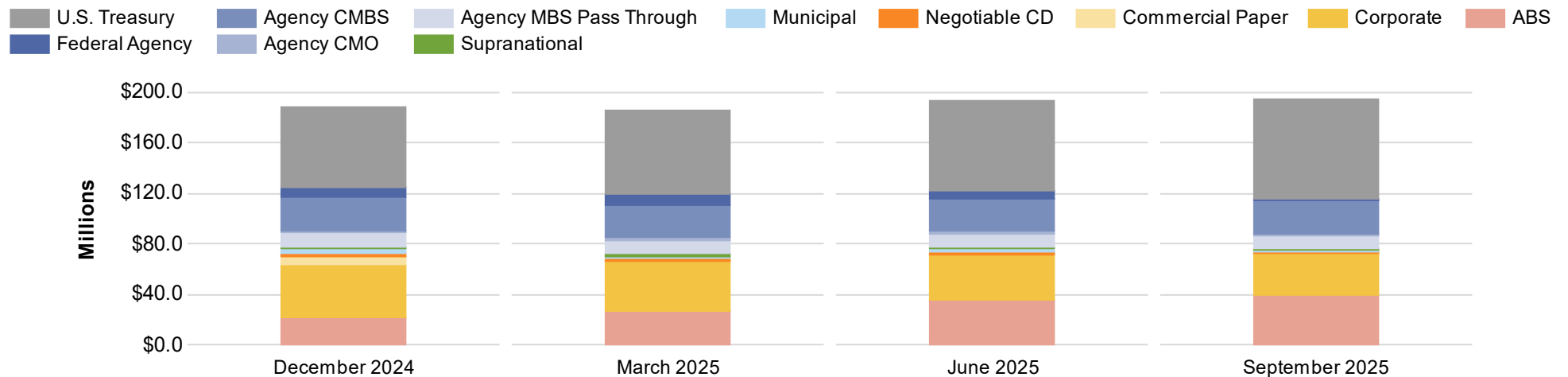
1. Yield and duration calculations exclude cash and cash equivalents. Sector allocation includes market values and accrued interest.

The portfolio's benchmark is currently the ICE BofA 0-5 Year U.S. Treasury Index. Prior to 6/30/16 it was 40% ICE BofA 1-3 U.S. Treasury Index, 10% 1-3 High Grade Corporate Index, 40% ICE BofA 3-5 U.S. Treasury Index, 10% ICE BofA 3-5 High Grade Corporate Index. Source: Bloomberg Financial LP.

An average of each security's credit rating was assigned a numeric value and adjusted for its relative weighting in the portfolio.

Sector Allocation Review - SamTrans Operating Funds

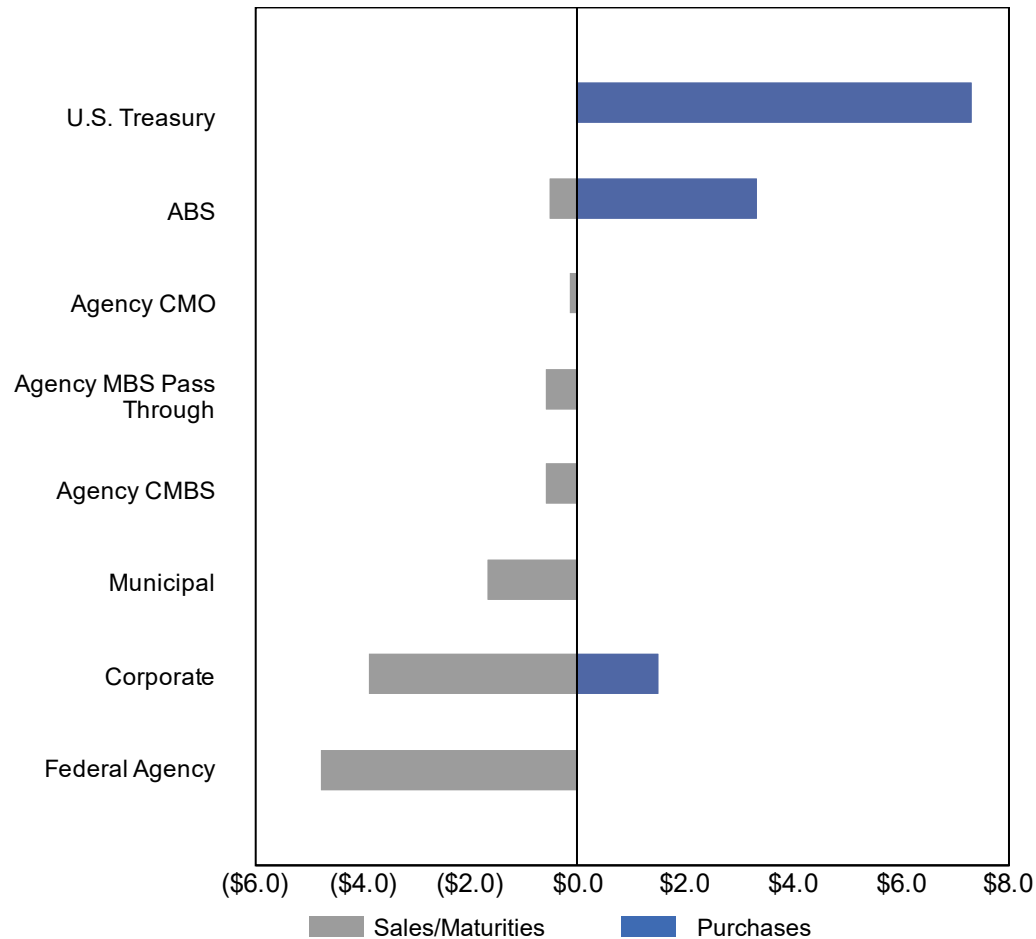
Security Type	Dec-24	% of Total	Mar-25	% of Total	Jun-25	% of Total	Sep-25	% of Total
U.S. Treasury	\$62.7	33.4%	\$66.5	35.6%	\$71.5	36.8%	\$79.2	40.7%
Federal Agency	\$8.8	4.7%	\$8.8	4.7%	\$5.9	3.1%	\$1.2	0.6%
Agency CMBS	\$25.6	13.6%	\$25.8	13.8%	\$26.4	13.6%	\$25.9	13.3%
Agency CMO	\$2.3	1.2%	\$2.2	1.2%	\$2.1	1.1%	\$2.0	1.0%
Agency MBS Pass Through	\$10.8	5.8%	\$10.6	5.7%	\$10.1	5.2%	\$9.6	4.9%
Supranational	\$1.7	0.9%	\$1.8	1.0%	\$1.8	0.9%	\$1.8	0.9%
Municipal	\$4.0	2.1%	\$2.4	1.3%	\$2.1	1.1%	\$0.4	0.2%
Negotiable CD	\$2.5	1.3%	\$2.5	1.4%	\$2.5	1.3%	\$2.5	1.3%
Commercial Paper	\$5.5	2.9%	\$0.0	0.0%	\$0.0	0.0%	\$0.0	0.0%
Corporate	\$42.0	22.3%	\$38.9	20.8%	\$35.3	18.2%	\$33.1	17.0%
ABS	\$22.2	11.8%	\$26.9	14.5%	\$36.2	18.7%	\$39.1	20.1%
Total	\$188.1	100.0%	\$186.4	100.0%	\$193.8	100.0%	\$194.7	100.0%



Market values, excluding accrued interest. Only includes fixed-income securities held within the separately managed account(s) and LGIPs managed by PFMAM. Detail may not add to total due to rounding.

Portfolio Activity - SamTrans Operating Funds

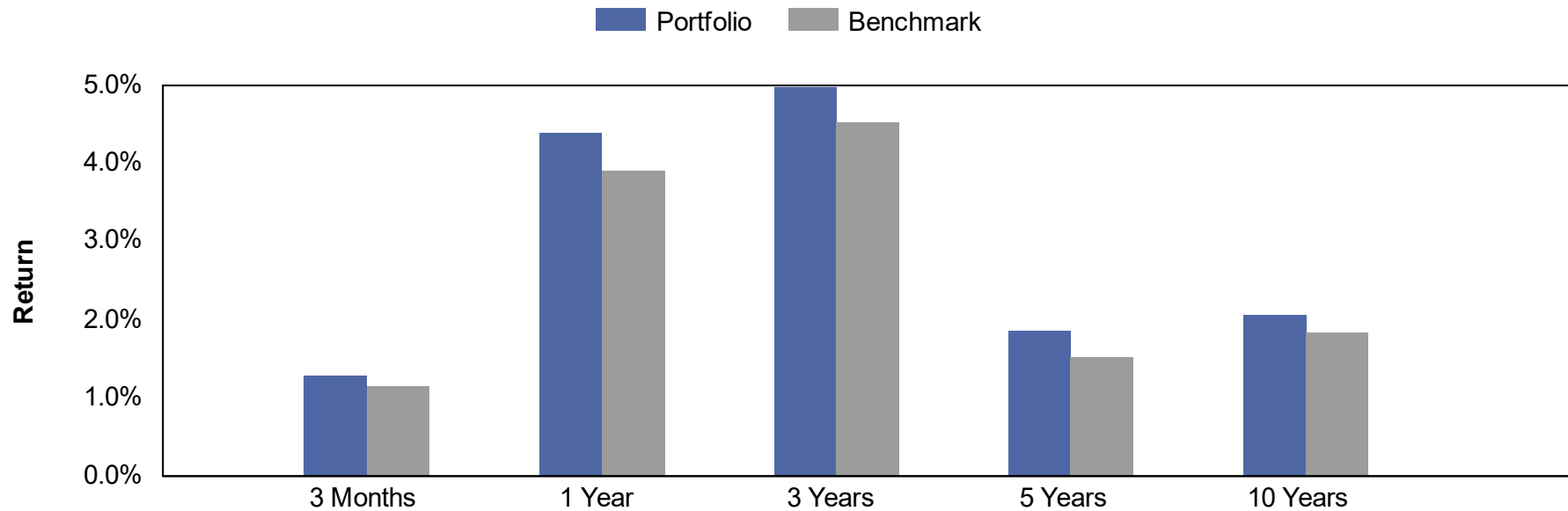
Net Activity by Sector
(\$ millions)



Sector	Net Activity
U.S. Treasury	\$7,290,963
ABS	\$2,813,418
Agency CMO	(\$135,056)
Agency MBS Pass Through	(\$557,412)
Agency CMBS	(\$590,623)
Municipal	(\$1,655,000)
Corporate	(\$2,356,653)
Federal Agency	(\$4,750,000)
Total Net Activity	\$59,637

Based on total proceeds (principal and accrued interest) of buys, sells, maturities, and principal paydowns. Detail may not add to total due to rounding.

Portfolio Performance - SamTrans Operating Funds



Market Value Basis Earnings	3 Months	1 Year	3 Years	5 Years	10 Years
Interest Earned ²	\$1,767,630	\$6,548,805	\$15,055,662	\$19,331,013	\$26,953,298
Change in Market Value	\$790,826	\$1,929,709	\$12,354,557	(\$1,564,437)	\$1,275,842
Total Dollar Return	\$2,558,456	\$8,478,514	\$27,410,219	\$17,766,576	\$28,229,140
Total Return³					
Portfolio	1.28%	4.39%	4.99%	1.85%	2.06%
Benchmark ⁴	1.15%	3.91%	4.52%	1.51%	1.83%

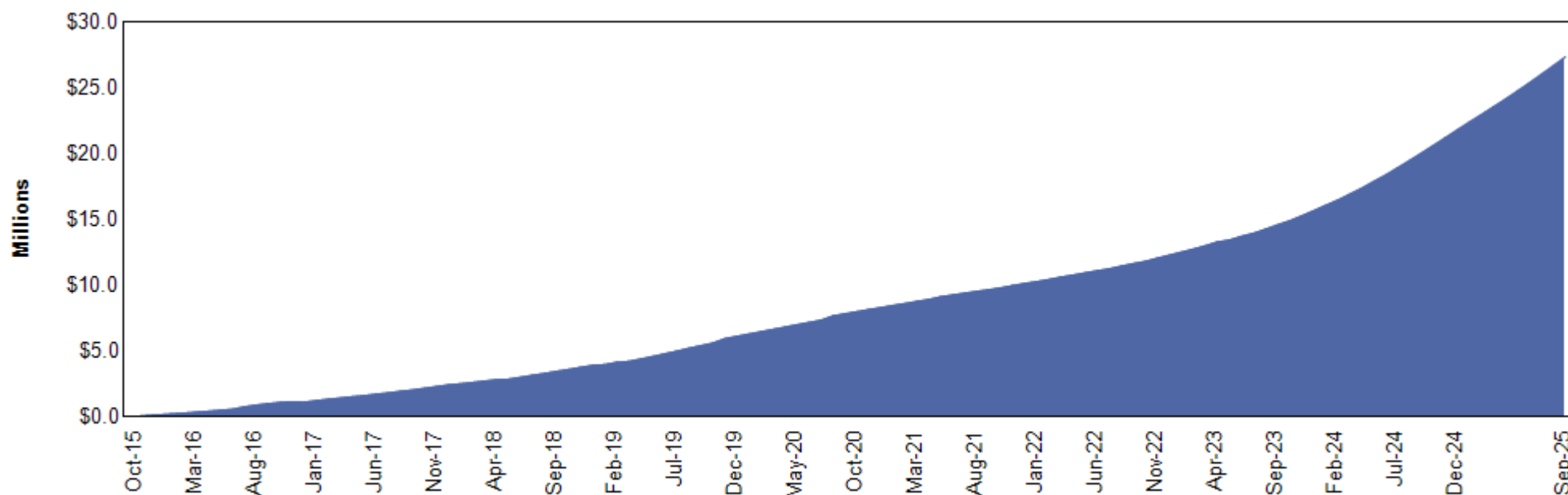
1. The lesser of 10 years or since inception is shown. Since inception returns for periods one year or less are not shown. Performance inception date is March 31, 2015.

2. Interest earned calculated as the ending accrued interest less beginning accrued interest, plus net interest activity.

3. Returns for periods one year or less are presented on a periodic basis. Returns for periods greater than one year are presented on an annualized basis.

4. The portfolio's benchmark is currently the ICE BofA 0-5 Year U.S. Treasury Index. Prior to 6/30/16 it was 40% ICE BofA 1-3 U.S. Treasury Index, 10% 1-3 High Grade Corporate Index, 40% ICE BofA 3-5 U.S. Treasury Index, 10% ICE BofA 3-5 High Grade Corporate Index.. Source: Bloomberg Financial LP.

Accrual Basis Earnings - SamTrans Operating Funds



Accrual Basis Earnings	3 Months	1 Year	3 Years	5 Year	10 Year ¹
Interest Earned ²	\$1,767,630	\$6,548,805	\$15,055,662	\$19,331,013	\$26,953,298
Realized Gains / (Losses) ³	(\$16,471)	(\$67,988)	(\$622,092)	(\$547,715)	(\$654,296)
Change in Amortized Cost	\$219,621	\$819,602	\$1,267,239	\$726,789	\$1,052,302
Total Earnings	\$1,970,780	\$7,300,418	\$15,700,809	\$19,510,087	\$27,351,303

1. The lesser of 10 years or since inception is shown. Performance inception date is March 31, 2015.

2. Interest earned calculated as the ending accrued interest less beginning accrued interest, plus net interest activity.

3. Realized gains / (losses) are shown on an amortized cost basis.

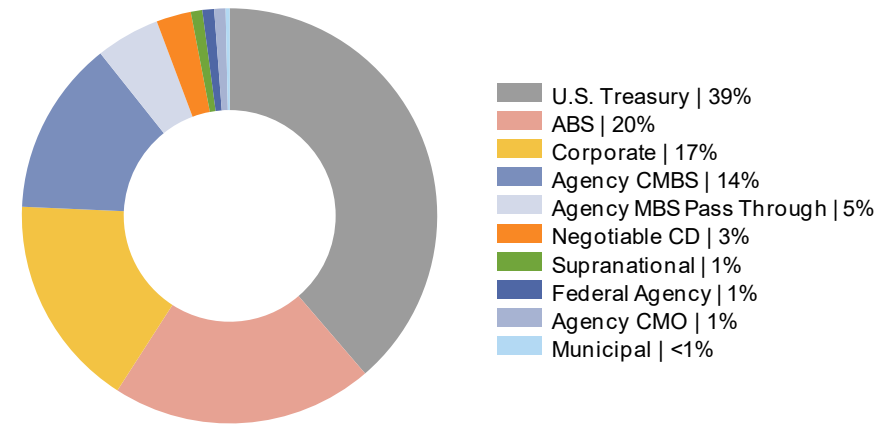
Portfolio Review: SamTrans Paratransit Funds

Portfolio Snapshot - SamTrans Paratransit Funds¹

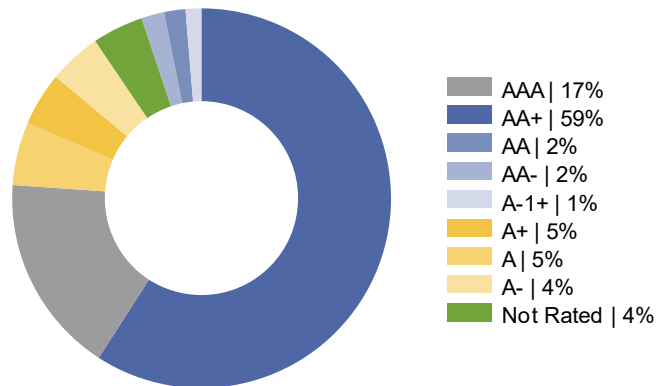
Portfolio Statistics

Total Market Value	\$30,723,596.51
Securities Sub-Total	\$29,412,306.19
Accrued Interest	\$175,192.98
Cash	\$1,136,097.34
Portfolio Effective Duration	2.13 years
Benchmark Effective Duration	2.04 years
Yield At Cost	4.07%
Yield At Market	3.94%
Portfolio Credit Quality	AA

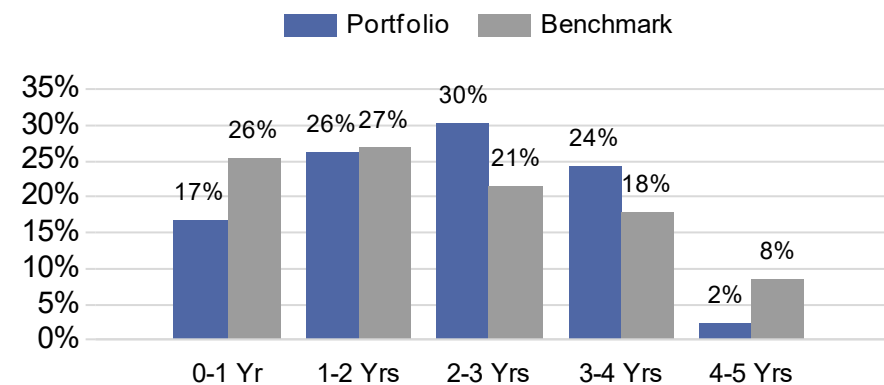
Sector Allocation



Credit Quality - S&P



Duration Distribution



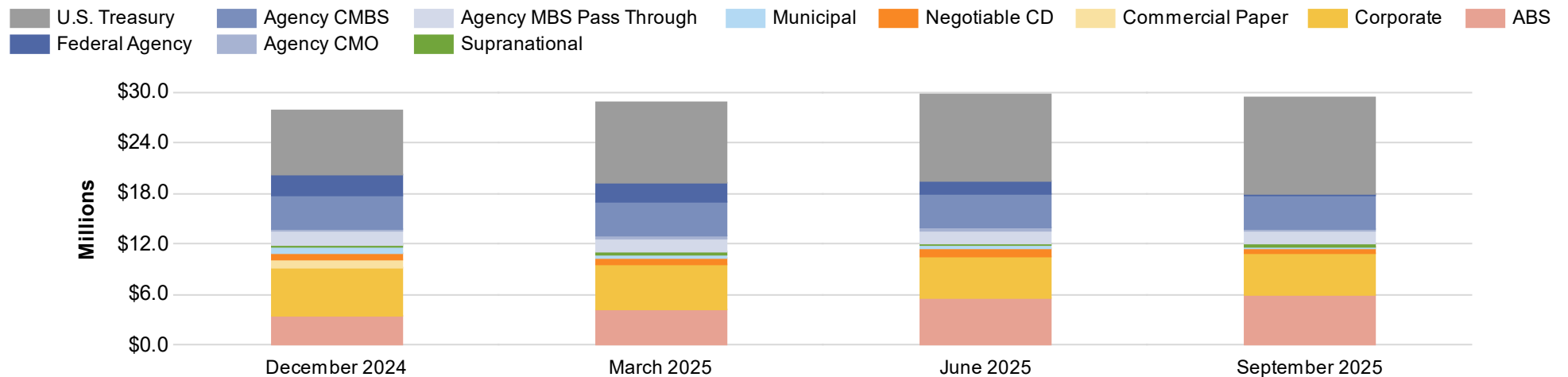
1. Yield and duration calculations exclude cash and cash equivalents. Sector allocation includes market values and accrued interest.

The portfolio's benchmark is currently the ICE BofA 0-5 Year U.S. Treasury Index. Prior to 6/30/16 it was 40% ICE BofA 1-3 U.S. Treasury Index, 10% 1-3 High Grade Corporate Index, 40% ICE BofA 3-5 U.S. Treasury Index, 10% ICE BofA 3-5 High Grade Corporate Index. Source: Bloomberg Financial LP.

An average of each security's credit rating was assigned a numeric value and adjusted for its relative weighting in the portfolio.

Sector Allocation Review - SamTrans Paratransit Funds

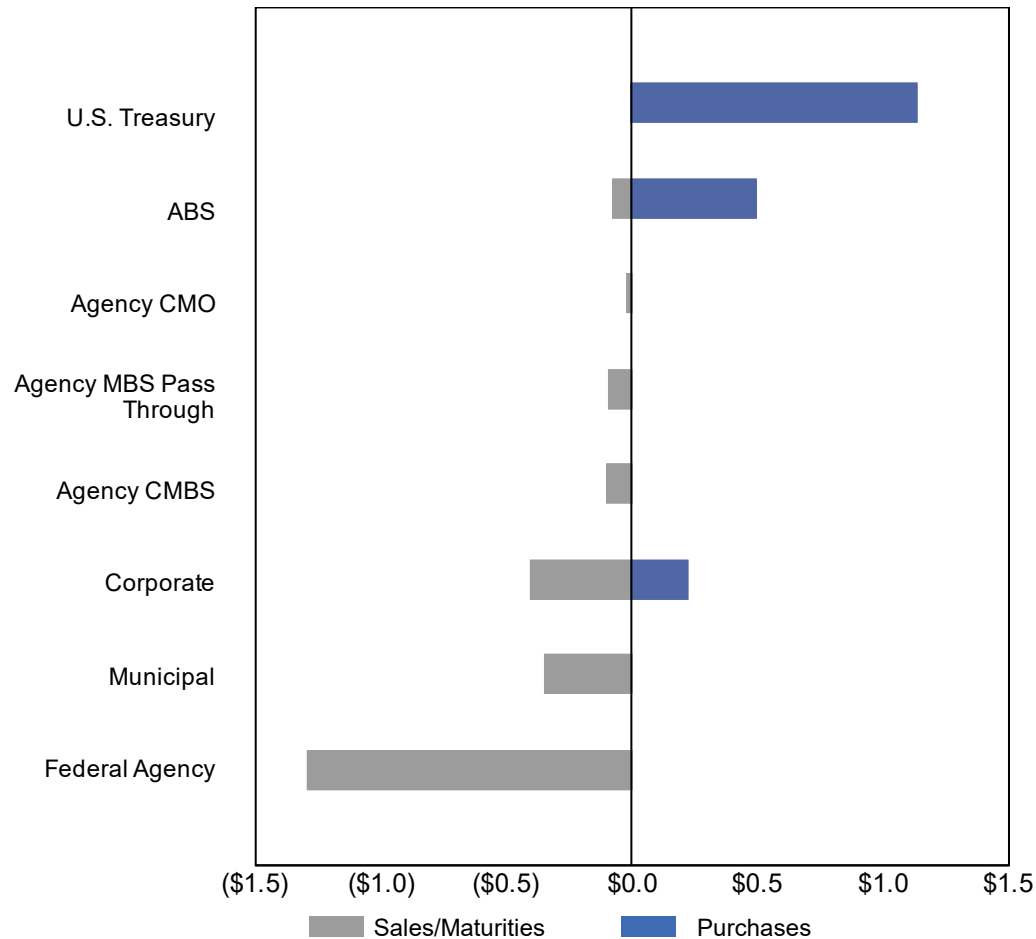
Security Type	Dec-24	% of Total	Mar-25	% of Total	Jun-25	% of Total	Sep-25	% of Total
U.S. Treasury	\$7.8	27.9%	\$9.5	33.1%	\$10.2	34.3%	\$11.4	38.7%
Federal Agency	\$2.3	8.4%	\$2.4	8.2%	\$1.6	5.2%	\$0.3	0.9%
Agency CMBS	\$4.0	14.2%	\$4.0	13.8%	\$4.1	13.8%	\$4.0	13.6%
Agency CMO	\$0.3	1.0%	\$0.3	1.0%	\$0.3	0.9%	\$0.2	0.9%
Agency MBS Pass Through	\$1.7	5.9%	\$1.6	5.6%	\$1.5	5.2%	\$1.5	5.0%
Supranational	\$0.3	1.0%	\$0.3	0.9%	\$0.3	0.9%	\$0.3	0.9%
Municipal	\$0.7	2.6%	\$0.5	1.6%	\$0.4	1.4%	\$0.1	0.3%
Negotiable CD	\$0.8	2.9%	\$0.8	2.8%	\$0.8	2.7%	\$0.8	2.7%
Commercial Paper	\$0.8	3.0%	\$0.0	0.0%	\$0.0	0.0%	\$0.0	0.0%
Corporate	\$5.8	20.9%	\$5.4	18.6%	\$5.0	16.9%	\$4.9	16.6%
ABS	\$3.4	12.2%	\$4.2	14.4%	\$5.6	18.7%	\$6.0	20.4%
Total	\$28.0	100.0%	\$28.9	100.0%	\$29.8	100.0%	\$29.4	100.0%



Market values, excluding accrued interest. Only includes fixed-income securities held within the separately managed account(s) and LGIPs managed by PFMAM. Detail may not add to total due to rounding.

Portfolio Activity - SamTrans Paratransit Funds

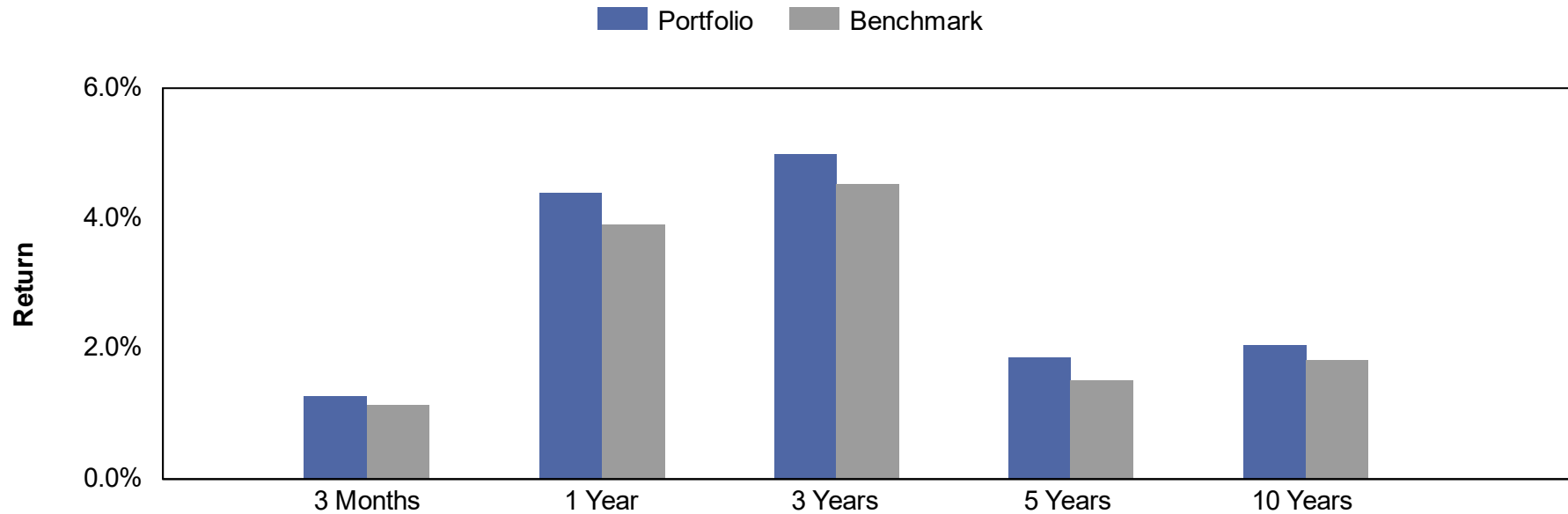
Net Activity by Sector
 (\$ millions)



Sector	Net Activity
U.S. Treasury	\$1,133,097
ABS	\$417,599
Agency CMO	(\$15,270)
Agency MBS Pass Through	(\$85,759)
Agency CMBS	(\$93,739)
Corporate	(\$176,000)
Municipal	(\$345,000)
Federal Agency	(\$1,290,000)
Total Net Activity	(\$455,072)

Based on total proceeds (principal and accrued interest) of buys, sells, maturities, and principal paydowns. Detail may not add to total due to rounding.

Portfolio Performance - SamTrans Paratransit Funds



Market Value Basis Earnings	3 Months	1 Year	3 Years	5 Years	10 Years
Interest Earned ²	\$268,224	\$1,000,450	\$2,357,543	\$3,178,835	\$5,297,966
Change in Market Value	\$120,969	\$292,856	\$1,827,614	(\$461,375)	\$342,232
Total Dollar Return	\$389,193	\$1,293,306	\$4,185,157	\$2,717,460	\$5,640,198
Total Return³					
Portfolio	1.28%	4.39%	5.00%	1.87%	2.06%
Benchmark ⁴	1.15%	3.91%	4.52%	1.51%	1.83%

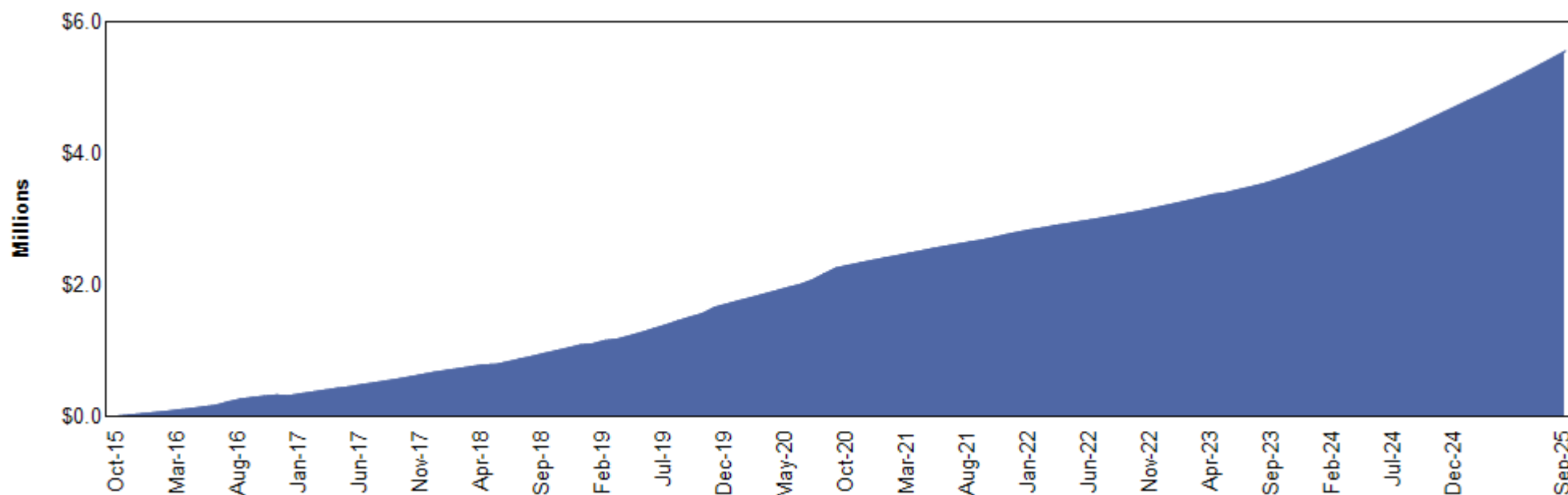
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2. Interest earned calculated as the ending accrued interest less beginning accrued interest, plus net interest activity.

3. Returns for periods one year or less are presented on a periodic basis. Returns for periods greater than one year are presented on an annualized basis.

4. The portfolio's benchmark is currently the ICE BofA 0-5 Year U.S. Treasury Index. Prior to 6/30/16 it was 40% ICE BofA 1-3 U.S. Treasury Index, 10% 1-3 High Grade Corporate Index, 40% ICE BofA 3-5 U.S. Treasury Index, 10% ICE BofA 3-5 High Grade Corporate Index. Source: Bloomberg Financial LP.

Accrual Basis Earnings - SamTrans Paratransit Funds



Accrual Basis Earnings	3 Months	1 Year	3 Years	5 Year	10 Year ¹
Interest Earned ²	\$268,224	\$1,000,450	\$2,357,543	\$3,178,835	\$5,297,966
Realized Gains / (Losses) ³	(\$2,828)	(\$11,761)	(\$75,050)	(\$32,492)	\$6,668
Change in Amortized Cost	\$31,373	\$113,960	\$182,498	\$148,594	\$253,275
Total Earnings	\$296,770	\$1,102,649	\$2,464,992	\$3,294,938	\$5,557,909

1. The lesser of 10 years or since inception is shown. Performance inception date is March 31, 2015.

2. Interest earned calculated as the ending accrued interest less beginning accrued interest, plus net interest activity.

3. Realized gains / (losses) are shown on an amortized cost basis.

Important Disclosures

This material is for general information purposes only and is not intended to provide specific advice or a specific recommendation, as it was prepared without regard to any specific objectives or financial circumstances.

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It is not possible to invest directly in an index. The index returns shown throughout this material do not represent the results of actual trading of investor assets. Third-party providers maintain the indices shown and calculate the index levels and performance shown or discussed. Index returns do not reflect payment of any sales charges or fees an investor would pay to purchase the securities they represent. The imposition of these fees and charges would cause investment performance to be lower than the performance shown.

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- Generally, PFMAM's market prices are derived from closing bid prices as of the last business day of the month as supplied by ICE Data Services. There may be differences in the values shown for investments due to accrued but uncollected income and the use of differing valuation sources and methods. Non-negotiable FDIC-insured bank certificates of deposit are priced at par. Although PFMAM believes the prices to be reliable, the values of the securities may not represent the prices at which the securities could have been bought or sold. Explanation of the valuation methods for a registered investment company or local government investment program is contained in the appropriate fund offering documentation or information statement.
- In accordance with generally accepted accounting principles, information is presented on a trade date basis; forward settling purchases are included in the monthly balances, and forward settling sales are excluded.
- Performance is presented in accordance with the CFA Institute's Global Investment Performance Standards (GIPS). Unless otherwise noted, performance is shown gross of fees. Quarterly returns are presented on an unannualized basis. Returns for periods greater than one year are presented on an annualized basis. **Past performance is not indicative of future returns.**
- ICE Bank of America Indices provided by Bloomberg Financial Markets.
- Money market fund/cash balances are included in performance and duration computations.
- Standard & Poor's is the source of the credit ratings. Distribution of credit rating is exclusive of money market fund/LGIP holdings.
- Callable securities in the portfolio are included in the maturity distribution analysis to their stated maturity date, although, they may be called prior to maturity.
- MBS maturities are represented by expected average life.

Glossary

- **Accrued Interest:** Interest that is due on a bond or other fixed income security since the last interest payment was made.
- **Agencies:** Federal agency securities and/or Government-sponsored enterprises.
- **Amortized Cost:** The original cost of the principal of the security is adjusted for the amount of the periodic reduction of any discount or premium from the purchase date until the date of the report. Discount or premium with respect to short-term securities (those with less than one year to maturity at time of issuance) is amortized on a straight line basis. Such discount or premium with respect to longer-term securities is amortized using the constant yield basis.
- **Asset-Backed Security:** A financial instrument collateralized by an underlying pool of assets – usually ones that generate a cash flow from debt, such as loans, leases, credit card balances, and receivables.
- **Bankers' Acceptance:** A draft or bill of exchange accepted by a bank or trust company. The accepting institution guarantees payment of the bill as well as the insurer.
- **Commercial Paper:** An unsecured obligation issued by a corporation or bank to finance its short-term credit needs, such as accounts receivable and inventory.
- **Contribution to Total Return:** The weight of each individual security multiplied by its return, then summed for each sector to determine how much each sector added or subtracted from the overall portfolio performance.
- **Effective Duration:** A measure of the sensitivity of a security's price to a change in interest rates, stated in years.
- **Effective Yield:** The total yield an investor receives in relation to the nominal yield or coupon of a bond. Effective yield takes into account the power of compounding on investment returns, while nominal yield does not.
- **FDIC:** Federal Deposit Insurance Corporation. A federal agency that insures bank deposits to a specified amount.
- **Interest Rate:** Interest per year divided by principal amount and expressed as a percentage.
- **Market Value:** The value that would be received or paid for an investment in an orderly transaction between market participants at the measurement date.
- **Maturity:** The date upon which the principal or stated value of an investment becomes due and payable.
- **Negotiable Certificates of Deposit:** A CD with a very large denomination, usually \$1 million or more, that can be traded in secondary markets.
- **Par Value:** The nominal dollar face amount of a security.
- **Pass-through Security:** A security representing pooled debt obligations that passes income from debtors to its shareholders. The most common type is the mortgage-backed security.

Glossary

- Repurchase Agreements: A holder of securities sells these securities to an investor with an agreement to repurchase them at a fixed price on a fixed date.
- Settle Date: The date on which the transaction is settled and monies/securities are exchanged. If the settle date of the transaction (i.e., coupon payments and maturity proceeds) occurs on a non-business day, the funds are exchanged on the next business day.
- Supranational: A multinational union or association in which member countries cede authority and sovereignty on at least some internal matters to the group, whose decisions are binding on its members.
- Trade Date: The date on which the transaction occurred; however, the final consummation of the security transaction and payment has not yet taken place.
- Unsettled Trade: A trade which has been executed; however, the final consummation of the security transaction and payment has not yet taken place.
- U.S. Treasury: The department of the U.S. government that issues Treasury securities.
- Yield: The rate of return based on the current market value, the annual interest receipts, maturity value, and the time period remaining until maturity, stated as a percentage on an annualized basis.
- YTM at Cost: The yield to maturity at cost is the expected rate of return based on the original cost, the annual interest receipts, maturity value, and the time period from purchase date to maturity, stated as a percentage on an annualized basis.
- YTM at Market: The yield to maturity at market is the rate of return based on the current market value, the annual interest receipts, maturity value, and the time period remaining until maturity, stated as a percentage on an annualized basis.

**San Mateo County Transit District
Staff Report**

To: Board of Directors

Through: April Chan, General Manager/CEO

From: Kate Jordan Steiner, Chief Financial Officer

Subject: **Accepting Contracts and Procurement Quarterly Report on Technology Purchases for Fiscal Year 2026 Quarter 1**

Action

Staff recommends that the Board of Directors (Board) of the San Mateo County Transit District (District) accept the attached Contracts and Procurement Quarterly Report on Technology Purchases for Fiscal Year 2026 Quarter 1.

Significance

Pursuant to Resolution No. 2025-23, the Board directed staff to provide a report to the Board on a quarterly basis advising of actions taken pursuant to the authority conferred by this Resolution.

Budget Impact

Accepting this report has no impact to the budget.

Background

Pursuant to Resolution No. 2025-23, the Board authorized the General Manager/CEO or designee to execute contracts and amendments exceeding \$250,000 for:

- a. Technology systems equipment and related services through District-approved cooperative purchasing programs and piggyback contracts to meet the District's technology equipment and services requirements, pursuant to the terms and conditions of each cooperative purchasing program vendor agreement or piggyback agreement, and to the extent that each cooperative purchasing program, each vendor agreement, and each piggyback contract fully complies with the District's statutory procurement authority and procurement policy;
- b. New or additional software licenses or license renewals, maintenance, product support, or related professional services through original equipment manufacturers, product licensors, or their authorized distributors or consultants to permit continued effective use and upkeep of District-owned information technology, hardware, and software;

- c. Professional and staff augmentation services for information technology, pursuant to the District's procurement authority and policy; and
- d. Expansion or modification of previously competitively procured proprietary software from an original provider when the original provider is the only source of such software and/or related services.

Prepared By: Danielle Rodriguez Procurement Support Specialist 650-551-6185

C&P Quarterly Report of Technology Purchases for the First Quarter of FY2026

SAMTRANS

The purchases listed below are for Information Technology Licenses, License Renewal fees, Maintenance Service, and Professional Services > \$250K.

Resolution #2025-23
Total Board Approved Authority
\$8,000,000

C&P Quarterly Report of Technology Purchases for First Quarter of Fiscal Year 2026

July 1, 2025 - September 30, 2025		1st Quarter				
Date	Contract # or PO#	Vendor	Contract or PO Description	Contract Authority Amount Deducted from IT Resolution#2025-23	Total Contract or PO Amount (latest change included)	Remaining Authority
9/2/2025	25-S-T-022	Triune Infomatics	Exercise option year 1 of 1 and add funds for option year 1 of 1 for the payroll pass-through services for System Administrator	\$ 262,799.28	\$ 525,598.56	
9/8/2025	19-S-S-10	Motorola Solutions	Amendment 1 to the contract for the maintenance and support of Motorola radios extends the base term by three years from five to eight years and adds funds for the three-year extension.	\$ 219,288.94	\$ 405,882.94	
			Subtotal	\$ 482,088.22	\$ 931,481.50	\$ 7,517,911.78
			TOTAL CONTRACT & PO AMT TO DATE	\$ 482,088.22	\$ 931,481.50	\$ 7,517,911.78

**San Mateo County Transit District
Staff Report**

To: Board of Directors

Through: April Chan, General Manager/CEO

From: Kate Jordan Steiner, Chief Financial Officer

Subject: **Authorizing the Filing of an Application with the Metropolitan Transportation Commission for Transportation Development Act, State Transit Assistance, Senate Bill 125 and Regional Measure 2 Funds for Fiscal Year 2026**

Action

Staff recommends the Board of Directors (Board) authorize filing a claim to receive Transportation Development Act (TDA) Article 4.0 and 4.5 funds, State Transit Assistance (STA), Senate Bill 125 (SB 125), and Regional Measure 2 (RM2) funds for Fiscal Year 2026 (FY26). The total amount to be claimed and received by the San Mateo County Transit District (District) is \$66,676,383. The District is also claiming \$22,509,389 in STA operating and SB 125 funds on behalf of, and to be passed through to, the Peninsula Corridor Joint Powers Board (JPB) and various local jurisdictions.

Based on the Metropolitan Transportation Commission's (MTC) latest estimates, the District may claim the following amounts for FY26:

Funding Source	FY26 Adopted Budget	FY26 MTC Claim	Increase / (Decrease)
<u>Transportation Development Act (TDA)</u>			
TDA Article 4.0 (SamTrans bus)	\$ 51,792,728	\$ 51,792,728	\$ -
TDA Article 4.5 (Paratransit)	2,725,933	2,725,933	-
TDA Total	\$ 54,518,661	\$ 54,518,661	\$ -
<u>State Transit Assistance (STA)</u>			
Revenue Based	\$ 9,330,152	\$ 9,330,152	\$ -
Population Based	1,011,412	1,011,412	-
<u>STA Lifeline Transportation Program (LTP)</u>			
Route 117 Service	312,500	438,000	125,500
SamCoast Service	312,500	535,090	222,590
Way2Go Passes	292,000	584,000	292,000
STA LTP Subtotal	917,000	1,557,090	640,090
STA Total	\$ 11,258,564	\$ 11,898,654	\$ 640,090
Total District Operating TDA & STA	\$ 65,777,225	\$ 66,417,315	\$ 640,090
RM2 (SamTrans Owl Service)	250,000	259,068	9,068
Total District TDA, STA, and RM2 Funding	\$ 66,027,225	\$ 66,676,383	\$ 649,158

Funding Source	FY26 Adopted Budget	FY26 MTC Claim	Increase / (Decrease)
<u>Peninsula Corridor Joint Powers Board (JPB)</u>			
STA Revenue Based	\$ 10,101,529	\$ 10,101,529	\$ -
SB125	10,400,000	10,448,973	48,973
Total JPB STA and SB125	\$ 20,501,529	\$ 20,550,502	\$ 48,973
<u>STA Passthrough Lifeline Transportation Program (LTP)</u>			
City of Daly City - Bayshore Shuttle	\$ 157,187	\$ 157,187	\$ -
City of East Palo Alto- East Bayshore Pedestrian & Cyclist Improvements	312,500	625,000	312,500
City of Menlo Park - Crosstown Shuttle	312,500	312,500	-
City of Menlo Park - Shopper Shuttle	83,000	83,000	-
City of San Mateo - Get Around Senior Program	160,000	120,000	(40,000)
City of South San Francisco - Free South City Shuttle	40,000	80,000	40,000
San Mateo County Public Works - North Fair Oaks Community Connections	290,600	581,200	290,600
Total STA Pass-Through LTP	\$ 1,355,787	\$ 1,958,887	\$ 603,100
Total JPB STA, SB125, and STA LTP Pass-Through Funding	\$ 21,857,316	\$ 22,509,389	\$ 652,073

Significance

TDA and STA funding allocated by the MTC supports the District's fixed-route bus and paratransit services for San Mateo County residents. In addition, the District claims STA and SB 125 funds on behalf of the JPB, which funds will be used to support the JPB's operating budget to cover ongoing costs and ensure continuation of current service levels. Furthermore, the District claims STA funds to be passed through to eligible local jurisdictions in support of locally operated shuttle and transportation programs. Although these entities are independently eligible to receive funding, the District facilitates the process by acting as the claimant and distributing the appropriate share of funds. This approach promotes regional collaboration and strengthens partnerships by providing administrative support.

In addition to TDA, STA and SB 125 funds, the MTC allocates RM2 bridge toll revenues. The District's RM2 claim will offset operating costs for Route 397, a late-night Owl Service which services Palo Alto Caltrain Station, San Francisco International Airport, and the Transbay Terminal in San Francisco.

The District must submit an application to the MTC each year to receive the allocations outlined above.

Budget Impact

The District's FY26 Operating budget includes TDA funding in the amount of \$54.5 million, STA funding in the amount of \$11.3 million, and RM2 funding in the amount of \$0.3 million. The STA and RM2 claims are higher than the adopted budget due to updated allocations released after the budget was finalized and inclusion of prior-year unclaimed funds into the FY26 claim.

The JPB's FY26 Operating budget includes STA funding in the amount of \$10.1 million and SB 125 funding in the amount of \$10.4 million. The claims filed on behalf of the JPB are higher

than the adopted budget based on the latest funding estimates. These amounts are claimed by the District on behalf of the JPB and do not impact the District's budget.

Finally, the District's FY26 Operating budget includes \$1.4 million in STA funding to be passed through to other agencies. The STA claim filed on behalf of these agencies is higher than the adopted budget due to updated allocations and prior-year funds included in the current claim. Since these funds are fully passed through, there is no net impact on the District.

Background

TDA funding provides a significant share of the District's operating revenues. TDA and STA dollar amounts cited are estimates from the MTC and are subject to adjustment if actual receipts differ from projections over the course of the fiscal year.

Prepared By:	Cleo Liao	Manager, Budgets	650-508-7756
	Daniel Srour	Senior Budget Analyst	650-508-6302

Resolution No. 2025-

**Board of Directors, San Mateo County Transit District
State of California**

* * *

**Authorizing the Filing of an Application with the Metropolitan Transportation
Commission for Transportation Development Act, State Transit Assistance,
Senate Bill 125 and Regional Measure 2 Funds for Fiscal Year 2026**

Whereas, the Metropolitan Transportation Commission (MTC) is the transportation planning agency for the nine-county San Francisco Bay Area and, as such, distributes assorted federal and state transit and transportation planning funds to cities, counties, and other entities to spend, including funds authorized by the Transportation Development Act of 1971 (TDA), Senate Bill 125 (SB 125) and Regional Measure 2 (RM2), as set forth below; and

Whereas, the TDA (Public Utilities Code §§ 99200 et seq.) provides for the disbursement of TDA Article 4.0 and 4.5 Funds, and State Transit Assistance (STA) Funds (Public Utilities Code §§ 99310 et seq.); and

Whereas, the State of California, through SB 125, provides critical funding to assist transit agencies in maintaining essential services, preventing service reductions, and supporting operational needs that ensure safe, reliable, and equitable public transportation; and

Whereas, RM2 (Streets and Highway Code §§ 30921, 30914 and 30914.5) was adopted by the voters of seven Bay Area counties in 2004 to provide funding for new transit options in the Bay Area's toll bridge corridors, to relieve traffic congestion and bottlenecks, and to build secondary transit connections, with funds available to specific recipients subject to application to the MTC; and

Whereas, the San Mateo County Transit District (District) acts as managing agency for the Peninsula Corridor Joint Powers Board (JPB); and

Whereas, for technical reasons, the JPB is not eligible to apply for funds under these four sources, but the District can apply for funds on behalf of the JPB; and

Whereas, the District is an eligible claimant for funds under the sources described above to support transit operations and planning, and to pass through funds to other entities including the JPB, San Mateo County, the City/County Association of Governments of San Mateo County, cities in San Mateo County, and the entity responsible for administering the Paratransit Advisory Council (PAC) (Public Utilities Code §§ 99260(a), 99260.2, 99260.6 and 99275; Resolution Nos. 2012-26 and 2012-28, dated June 13, 2012, and District's Opinion of Counsel dated May 9, 2013); and

Whereas, the MTC has provided the District with estimates of its share of TDA and STA funds and the JPB's share of STA funds for Fiscal Year 2026 (FY26), subject to adjustment if actual receipts differ from projections over the course of the fiscal year; and

Whereas, the General Manager/CEO recommends, and the Finance Committee concurs, that the Board of Directors (Board) authorize the General Manager/CEO, or designee, to apply to the MTC for funds for FY26 from the specified sources and for the purposes set forth below:

1. TDA Article 4.0 (SamTrans Bus): \$51,792,728
2. TDA Article 4.5 (Paratransit): \$2,725,933 (includes \$69,000 for PAC)
3. STA Revenue Based (SamTrans Bus General Operating Expense): \$9,330,152
4. STA Population Based (American Rescue Plan): \$1,011,412
5. STA Lifeline Transportation Program (Route 117, SamCoast and Way2Go Passes): \$1,557,090

6. RM2 (SamTrans Owl Service): \$259,068
7. JPB STA Revenue Based (JPB Operating): \$10,101,529
8. JPB SB125: \$10,448,973
9. STA Pass-Through Lifeline Transportation Program: \$1,958,887

Now, Therefore, Be It Resolved by the Board of Directors of the San Mateo County Transit District that the General Manager/CEO, or designee, hereby is authorized and directed to file appropriate claims for Transportation Development Act Article 4.0 and 4.5 Funds, State Transit Assistance Funds, Senate Bill 125 Funds, and Regional Measure 2 Funds, together with all necessary supporting documents, with the Metropolitan Transportation Commission for Fiscal Year 2026 as listed above; and

Be It Further Resolved, that the General Manager/CEO, or designee, is authorized and directed to file appropriate amendments to these claims, together with all necessary supporting documents, with the MTC to carry out the policies of the Board and attendant funding requirements during Fiscal Year 2026, as may be adopted from time to time by the Board; and

Be It Further Resolved, that the District indemnifies and holds harmless the MTC, its Commissioners, representatives, agents, and employees from and against all claims, injury, suits, demands, liability, losses, damages, and expenses, whether direct or indirect (including any and all costs and expenses in connection therewith), incurred by reason of any act or failure to act of the District, its officers, employees or agents, or subcontractors or any of them in connection with its performance of services under the allocation of RM2 funds. In addition to any other remedy authorized by law, the MTC may retain as much of the funding due under the

allocation of RM2 funds as shall reasonably be considered necessary by the MTC until disposition has been made of any claim for damages; and

Be It Further Resolved, that the General Manager/CEO, or designee, is authorized and directed to transmit an executed copy of this Resolution to the MTC in conjunction with the filing of the claims authorized pursuant to this Resolution, and to request that the MTC concur in these fundings and grant the allocation of funds as specified.

Regularly passed and adopted this 5th day of November, 2025 by the following vote:

Ayes:

Noes:

Absent:

Chair, San Mateo County Transit District

Attest:

District Secretary

**San Mateo County Transit District
Staff Report**

To: Board of Directors

Through: April Chan, General Manager/CEO

From: Kate Jordan Steiner, Chief Financial Officer
David Olmeda, Chief Operating Officer, Bus

Subject: **Awarding a Cooperative Purchasing Contract to Stertil-KONI USA, Inc. to Provide Eleven Sets of Four Mobile Column Bus Lifts for a Total Not-To-Exceed Amount of \$580,103**

Action

Staff recommends that the Board of Directors (Board) of the San Mateo County Transit District (District):

1. Award a cooperative purchasing contract to Stertil-KONI USA, Inc. of Stevensville, Maryland (Stertil-KONI) to provide 11 sets of four mobile column bus lifts (Equipment) for delivery to the SamTrans North Base Bus Yard in South San Francisco (North Base) and SamTrans South Base Bus Yard in San Carlos (South Base) for a total not-to-exceed amount of \$580,103, as governed by the Sourcewell-Stertil-KONI cooperative agreement number 121223-SKI (Cooperative Agreement).
2. Authorize the General Manager/CEO or designee to execute a contract with Stertil-KONI consistent with the terms and conditions of the Cooperative Agreement and the negotiated cooperative purchasing contract, and in a form approved by legal counsel.

Significance

The award of this proposed contract will allow the District to utilize the Cooperative Agreement, which was competitively procured and negotiated by Sourcewell, to receive the best value for the Equipment required at North and South Bases. The total cost includes delivery, commissioning, training, insurance, and taxes. The purchase of the Stertil-KONI Mobile Column Lifts, Model ST1085-2FSA, supports the District's shop safety and operational efficiency as the mechanics are already familiar with its functionality, negating the need for training. The new and additional equipment minimizes maintenance expenses through manufacturer warranty coverage, accelerates bus repair turnaround times, and ensures full compatibility with the District's latest technology-integrated buses. By leveraging the Cooperative Agreement to purchase 11 sets of mobile column lifts, the District will realize a 33.5 percent discount off the Stertil-KONI market price.

Budget Impact

Funds for this contract were included in the Maintenance Equipment Project approved in the Fiscal Year 2026 Capital Budget and in the Capital Allocation set-aside included in the Board-approved 10-Year Capital Improvement Plan (CIP).

Background

The District needs to replace 11 sets of four mobile column bus lifts due to wear and tear, failure, and unavailability of parts for the current lifts.

As allowed by its Procurement Policy, the District may utilize cooperative purchasing agreements for procurement of common goods and services to save time and resources, leverage collective buying power and ensure favorable pricing based on economies of scale.

On October 24, 2023, Sourcewell, a Minnesota government entity that offers cooperative procurement solutions to other government entities, such as the District, issued Request for Proposals (RFP) 121223-SKI for Vehicle Lifts with Garage and Fleet Maintenance Equipment. Sourcewell received nineteen responsive proposals by the due date of December 12, 2023.

A Selection Committee (Committee) reviewed and scored the proposals in accordance with the following weighted criteria set forth in the RFP:

Evaluation Criteria	Maximum Points
Conformance to RFP Requirements	50
Pricing	400
Financial Viability and Marketplace Success	75
Ability to Sell and Deliver Service	100
Marketing Plan	50
Value Added Attributes	75
Warranty	50
Depth and Breadth of Offered Equipment, Products, or Services	200
Total Points	1,000

After the initial scoring of the proposals, the Committee ranked the proposals and recommended award to six top-ranked firms:

1. ARI Phoenix, Inc.
2. Bendpak, Inc.
3. Liftnow Automotive Equipment Corp.
4. Mohawk Lifts, LLC
5. Snap-on Industrial, A Division of IDSC Holdings, LLC
6. Stertil-Koni USA, Inc.

These firms were each awarded a Cooperative Agreement on February 1, 2024.

Sourcwell permits eligible federal, state/provincial, and municipal government entities, as well as other public agencies located in the United States and Canada, to participate in its awarded cooperative purchasing agreements. As a registered Sourcwell participating agency, the District is therefore authorized to utilize one or more of these cooperative agreements to procure Equipment under the same highly competitive terms.

Staff and legal counsel have determined that the solicitation conducted by Sourcwell satisfies the District's competitive procurement requirements.

Following a review of the RFP and Stertil-KONI's proposal, staff successfully negotiated additional contract terms, including delivery, commissioning, and training, as part of the proposed cooperative purchasing agreement. Staff then conducted a price analysis and determined that Stertil-KONI's pricing is fair, reasonable, and consistent with the Project Manager's independent cost estimate.

Prepared By:	Christian Pascual	Procurement Administrator I	650-508-6425
	Steven Prieto	Project Manager	650-622-7820

Resolution No. 2025-

**Board of Directors, San Mateo County Transit District
State of California**

* * *

Awarding a Cooperative Purchasing Contract to Stertil-KONI USA, Inc. to Provide Eleven Sets of Four Mobile Column Bus Lifts for a Total Not-To-Exceed Amount of \$580,103

Whereas, the San Mateo County Transit District (District) requires Mobile Column Bus Lifts, Stertil-KONI Model ST1085-2FSA (Equipment) to replace old, phased out, and failing lifts at the SamTrans North Base Bus Yard in South San Francisco and SamTrans South Base Bus Yard in San Carlos; and

Whereas, per the District's Procurement Manual, to foster greater economy and efficiency, the District may utilize cooperative purchasing agreements for procurement of common goods and services to consolidate the purchasing needs of participating agencies and secure prices generally available to only large-volume buyers; and

Whereas, on October 24, 2023, Sourcewell, a Minnesota government entity that administers cooperative procurement solutions for other government entities, issued Request for Proposals (RFP) 121223 for Vehicle Lifts with Garage and Fleet Maintenance Equipment, and awarded contracts to six top-ranked firms on February 1, 2024; and

Whereas, staff determined that Stertil-KONI USA, Inc. of Stevensville, Maryland (Stertil-KONI), one of the firms selected by Sourcewell, provides equipment that is most compatible with the District's current and latest technology-integrated buses, will support the District's shop safety and operational efficiency; and

Whereas, staff and legal counsel reviewed the Sourcewell RFP and Stertil-KONI contract, and determined that it was competitively solicited and awarded in accordance with public procurement standards, ensuring transparency, fairness, and legal compliance, thereby satisfying the District's competitive procurement requirements; and

Whereas, staff conducted a price analysis and determined that Stertil-KONI's negotiated prices are fair, reasonable, and consistent with the Project Manager's independent cost estimate; and

Whereas, staff recommends that the Board of Directors (Board) award a cooperative purchasing contract, 26-S-E-026, to Stertil-KONI to provide the Equipment for a total not-to-exceed amount of \$580,103.

Now, Therefore, Be It Resolved that the Board of Directors of the San Mateo County Transit District hereby awards a cooperative purchasing contract to Stertil-KONI USA, Inc. to provide 11 sets of four Stertil-KONI Mobile Column Lifts, Model ST1085-2FSA, to be delivered to the SamTrans North Base Bus Yard in South San Francisco and South Base Bus Yard in San Carlos, for a total not-to-exceed amount of \$580,103, which includes delivery, commissioning, training, insurance, and taxes, as governed by Sourcewell Stertil-KONI Cooperative Agreement 121223-SKI (Cooperative Agreement); and

Be It Further Resolved that the Board authorizes the General Manager/CEO or designee to execute a cooperative purchasing contract on behalf of the District with Stertil-KONI consistent with the terms and conditions of the Cooperative Agreement and the negotiated cooperative purchasing contract, and in a form approved by legal counsel.

Regularly passed and adopted this 5th day of November, 2025, by the following vote:

Ayes:

Noes:

Absent:

Chair, San Mateo County Transit District

Attest:

District Secretary

BOARD OF DIRECTORS 2025



JEFF GEE, CHAIR
MARIE CHUANG, VICE CHAIR
DAVID J. CANEPA
BROOKS ESSER
MARINA FRASER
RICO E. MEDINA
JOSH POWELL
PETER RATTO
JACKIE SPEIER

APRIL CHAN
GENERAL MANAGER/CEO

Memorandum

Date: October 29, 2025
To: SamTrans Board of Directors
From: April Chan, General Manager/CEO
Subject: Report of the General Manager/CEO

SamTrans fixed-route bus ridership achieved a 98.7 percent recovery rate for the first two months ending August 2025 compared to the two months ending August 2019. The 98.7 percent is above the national bus service average which stands at 80.3 percent for the same period.

Ridership	2 Months Ending August 2019	2 Months Ending August 2025	Ridership Recovery Rate
SamTrans	1,757,564	1,735,005	98.7%
AC Transit	9,021,219	6,440,282	71.4%
SFMTA	35,900,620	28,845,517	80.3%
VTA	4,495,021	3,962,084	88.1%
Dallas	6,366,218	4,632,192	72.8%
Seattle - King	20,592,132	15,742,941	76.5%
Chicago	39,844,628	31,281,863	78.5%
Atlanta	9,055,775	6,044,385	66.7%
New York MTA	118,659,186	112,281,874	94.6%
National Bus	750,652,015	603,052,909	80.3%
Caltrain	3,403,000	2,356,033	69.2%
BART Extension	2,401,639	1,163,529	48.4%
BART System	22,088,608	10,313,170	46.7%
National Rail	820,296,621	628,263,958	76.6%
Total NTD Trips	1,661,753,186	1,300,509,649	78.3%

Bus Operator Staffing

	Approved FTEs	Trainees	No. Bus Operators*
Bus Operators	350	8	345

* This number excludes the 8 Bus Operator Trainees.

Miles Between Preventable Accidents

The table below illustrates the miles between accidents performance by mode and location for the month of September 2025.

An *accident* is defined as an event that involves any of the following: fatality, serious injury, collision of a District vehicle, or major property damage. A *preventable accident* is one in which the driver failed to do everything reasonably to prevent it.

	<u>September 2025</u>		
	<u>Total Miles</u>	<u>Preventable Accidents</u>	<u>Miles Between Preventable Accidents</u>
<u>North Base</u>	330,053	4	82,513
<u>South Base</u>	262,551	5	52,510
<u>Trainee In-service</u>	4,106	0	nm
<u>CUB</u>	213,671	4	53,418
<u>Fixed Route Total</u>	830,762	13	63,905
<u>ADA</u>	238,935	3	79,645
<u>Micro Transit</u>	17,688	0	nm

Safety Updates

The Safety Campaign continues its focus on “Making Space to Keep You Safe.” Operators are reminded to slow down, not rush for schedules, and remain calm when dealing with aggressive drivers. Operators are urged to avoid accidents by driving predictably, remaining aware of their blind spots, signaling well in advance, and giving everyone enough space to react safely. The Operations team is continuing its collaboration with Safety and Security to incorporate technologies like Drive Cam and Mirrorless bus technology to improve safety.

Regional/Metropolitan Transportation Commission (MTC) Matters

Senate Bill 63: Governor Newsom signed Senate Bill (SB) 63 on October 13, and the bill will officially become law on January 1, 2026. For the measure to appear on the November 2026 ballot as a citizens' initiative, there will need to be a signature gathering campaign across the five counties in the measure (San Francisco, Alameda, Contra Costa, San Mateo, and Santa Clara) starting in January 2026.

Clipper 2.0: The Clipper Executive Board, which I sit on and serve as the Vice Chair for, voted unanimously on October 20, 2025, to proceed with accepting MTC and the Contractor Cubic's proposal to proceed with the full rollout of Clipper 2.0 starting in December 10, 2025. The full rollout process will take approximately three months. During this period, existing Clipper users will be transitioned to Next Generation Clipper system at the backend. MTC and transit operators will also be working on a public education campaign to inform Clipper users of the coming changes. Staff will report more on the transition in future meetings.

Clipper 2.0 will introduce several enhancements and new products for the transit users:

- **Open Payment:** Riders will be able to tap a contactless bank card or mobile wallet directly on Clipper readers to pay for transit without needing a Clipper card. Only Adult fares apply.
- **Regional Interagency Transfer Discounts:** Riders transferring between participating Bay Area transit agencies will automatically receive discounted fares, reducing barriers for multi-agency travel.
- **Managing multiple accounts:** Clipper's transition will enable families to manage multiple registered Clipper cards through the Clipper app.
- **Instant Funds Load:** Customers can add value to their Clipper accounts online or through the mobile app, with funds available instantly for use.
- **Live Chat with Customer Service:** In addition to the existing phone support, Clipper 2.0 will offer an online live chat feature, allowing customers to connect with a customer service representative through the Clipper website or mobile app.
- **SamTrans Day and Monthly Pass Accumulators:** SamTrans will introduce daily and monthly fare capping, allowing riders to earn a Day Pass or Monthly Pass automatically once fare spending reaches the equivalent cost, without needing to pre-purchase a pass. Capping accrues per payment credential: trips must be taken with the same Open Payment bank card (or mobile wallet card) or the same Clipper card within the service day or calendar month; spending does not combine across different cards or riders.

Employee of the Month (EOM) Recognitions, September 2025

Bus Operator EOM for North Base is **Mark Guevarra**. This is Mark's first EOM Award during his nearly 2 years of service with the District.

Bus Operator EOM for South Base is **James Grove**. This is James's first EOM Award during his three and a half years of service with the District.

Bus Maintenance EOM for North Base is **Mechanic A Tevita Pepa**. This is Tevita's eleventh EOM Award during his 20+ plus years of service with the District.

Bus Maintenance EOM for South Base is **Lead Mechanic Seth Thompson**. This is Seth's fourteenth EOM Award during his 24+ years of service with the District.

SamTrans Millbrae Headquarters Project



EXECUTIVE MONTHLY PROGRESS REPORT October 2025

TABLE OF CONTENTS

Project Introduction3

Section 1: Cost and Budget3

Section 2: Progress and Schedule4

Section 3: Accomplishments and Upcoming Work6

Section 4: Risk Register / Critical Issues7

Project Introduction

On December 18, 2023, the Board approved the acquisition of a 180,000 square-foot headquarters (HQ), consisting of approximately 157,000 square feet of office space and 23,000 square feet of retail space, through a lease-to-purchase agreement. (The original developer has since sold its interest in the HQ building to a new owner/landlord.) The new HQ building is located at the Gateway at Millbrae Station, right next to the Millbrae BART and Caltrain Station, with SamTrans Routes ECR and 292 conveniently close-by. The first three floors of the building include a lobby, retail space, loading facilities, and parking, while the 4th, 5th, and 6th floors consist of office space. As part of this agreement, the District agreed to lease the entirety of the office space, after the landlord completes all necessary tenant improvements, for at least 8 months, with an option to purchase the entire building after 8 months, and before 30 months, for \$126M. The building is located on a 99-year ground lease from the Bay Area Rapid Transit District (BART), which requires that the prevailing wages be paid for all construction work on site, including tenant improvements.

Section 1: Cost and Budget

Tenant Improvement

The total budget for the tenant improvement is \$48,320,294. This is comprised of the Lease's Tenant Improvement Allowance of \$36,850,820 (inclusive within the \$126 million purchase price) and \$11,469,474 approved by the Board on December 4, 2024. The total tenant improvement budget includes contingency, which amount will be determined after the Guaranteed Maximum Price (GMP) is executed in April 2025.

Non-Tenant Improvement

The total budget for the non – tenant improvement is \$26,116,619 inclusive of \$4,113,696 / 15.75 percent Contingency. This contingency will be reported monthly when used.

Category/Item	Budget (in 1000 of \$)		Expended + Committed %
	Approved	Expended + Committed	
Owner Allowance for TI	36,851	36,659	99.48%
HQ Tenant Improvement (TI)	11,469	11,469	100%
Non-TI, Furniture, Fixtures, & Equipment (FF&E), and Auxiliary Equipment	9,380	5,499	58.63%
Non-TI, Information, Communications, & Technology (ICT), Audio/Visual, and Security Systems	6,794	969	14.27%
Non-TI, Parking Garage Fencing, EV Charging, Ticket Booth, and Owner Paid Permit Fees	1,735	0	0.00%

Category/Item	Budget (in 1000 of \$)		Expended + Committed %
	Approved	Expended + Committed	
Non-TI, Moving Services, Move Management, Digitization, Equipment & Furniture Disposal, and Document Disposal	1,793	501	27.94%
Non-TI, Project Management, Construction Management, Change Management, Procurement, and Legal Services	3,790	1,810	47.76%
Non-TI, Architectural & Engineering Design	2,625	2,516	95.84%
Total	74,437	59,424	79.83%

Section 2: Progress and Schedule

Summary Activities	Baseline Start	Est/ Act. Start	Baseline Finish	Est/Act. Finish	Start Var. (Days)	Finish Var. (Days)
	(A)	(B)	(C)	(D)	A-B	C-D
TI, 100%CDs + Value Engineering Drawings			01/23/25	01/23/25	0	0
TI, Subcontractor Bidding and Pricing Schedule Review	01/24/25	01/24/25	04/02/25	04/02/25	0	0
TI, Execute GMP			04/02/25	04/02/25	0	0
TI, Submit for Permit / Permit Approval (2 rounds)	01/24/25	01/24/25	04/28/25	04/28/25	0	0
TI, Construction Mobilization and Buildout: Level 1, 5, 4, 6	04/18/25	04/18/25	01/02/26	01/02/26	0	0
TI, Final Inspections	10/07/25	10/07/25	01/05/26	01/05/26	0	0
TI, Substantial Completion / Lease Commencement			01/05/26	01/05/26	0	0
TI, Closeout	01/05/26	01/05/26	01/28/26	01/28/26	0	0
Non - TI FF&E, Design Approval			01/21/25	01/21/25	0	0
Non - TI FF&E, Contract Procurement	01/21/25	01/21/25	05/06/25	05/06/25	0	0
Non - TI FF&E, Contract for Board Approval			05/07/25	05/07/25	0	0
Non - TI FF&E, Procurement	05/08/25	05/08/25	01/02/26	01/02/26	0	0
Non - TI FF&E, Installation	01/05/26	01/05/26	04/24/26	04/24/26	0	0
Non - TI GC, Design	01/24/25	01/24/25	03/31/25	03/31/25	0	0
Non - TI GC, Contract Procurement	04/01/25	04/01/25	10/01/25	10/01/25	0	0

samTrans

Summary Activities	Baseline Start	Est/ Act. Start	Baseline Finish	Est/Act. Finish	Start Var. (Days)	Finish Var. (Days)
	(A)	(B)	(C)	(D)	A-B	C-D
Non - TI GC, General Contract for Board Approval			10/01/25	10/01/25	0	0
Non - TI GC, Permit Approval	10/02/25	10/02/25	01/05/26	01/05/26	0	0
Non - TI GC, GC Mobilization / Buildout	01/06/26	01/06/26	05/05/26	05/05/26	0	0
Non - TI Move, Complete Questionnaires and Name Ambassadors	03/03/25	03/03/25	04/07/25	04/07/25	0	0
Non - TI Move, Finalize RFP and Contract Procurement	04/08/25	04/08/25	10/31/25	10/31/25	0	0
Non - TI Move, Move Services Contract for Board Approval			11/05/25	11/05/25	0	0
Non - TI Move, Move Services Contract Award	11/17/25	11/17/25	11/21/25	11/21/25	0	0
Non - TI Move, Moving Process	12/01/25	12/01/25	05/30/26	05/30/26	0	0

Section 3: Accomplishments and Upcoming Work

KEY ACTIVITIES - Current Reporting Month (top 5)	
Tenant Improvement	Move management
In the Field Lower Floors: Installed fire alarm devices, lighting, countertops, and plumbing trim began.	Held Physical Mover Kick-off
In the Field Upper Floors: Door installation, finishes, and paint touch-up was underway.	Faces to Space Coordination
Continued to process construction submittals.	Continued Discussions with IT
Processed RFIs and conducted ongoing field coordination.	Change Management Award
City reviewed permit drawings for Day 2 construction scope of work.	Change Management Coordination

KEY ACTIVITIES - Next Reporting Month (top 5)	
Tenant Improvement	Move management
In the field, floors are at various phases: Install floor and carpet tile, drop ceiling tile, fire alarm device trim out, lighting trim, continue installing doors and hardware, fire life safety and mechanical commissioning begins.	Physical Mover Inventory Schedule Development
Process RFIs and conduct ongoing field coordination.	Change Management Coordination
Process shop drawings for remaining woodwork trim detailing	Change Management Work Sessions
Prepare responses to Plan Check comments for Day 2 drawing resubmission.	Revise Master Move Matrix updates
Hold kick-off meeting with General Contractor (GC) for upcoming coordination of Day 2 GC activities.	Start badge ID, door designation, etc. with IT and Security

Section 4: Risk Register / Critical Issues

Risk	Mitigation
Budget: Tariffs are imposed by the federal government.	SamTrans leadership has proactively secured volatile market pricing items and long-lead materials through early release. This approach includes potential storage solutions to expedite overseas procurement and mitigate cost risks. While tariffs remain a pricing threat, these measures help minimize exposure.
Schedule: Long lead items are delayed due to industry-wide and/or product-specific constraints.	The Project Team is actively processing submittals and coordinating with manufacturers to maintain schedule alignment. Where necessary, alternate products equal to or higher-quality equivalents are under review to reduce or eliminate delays.
Budget: With the subcontractors now onboard, detailed trade and field coordination with the design team and drawings is underway. If coordination conflicts arise, adjustments to the design or construction approach may be required, potentially resulting in a change order.	The Design Team and Trades are closely coordinating to address conflicts and adjacencies. Collaborative solutions are being implemented to resolve issues with minimal impact on the budget.

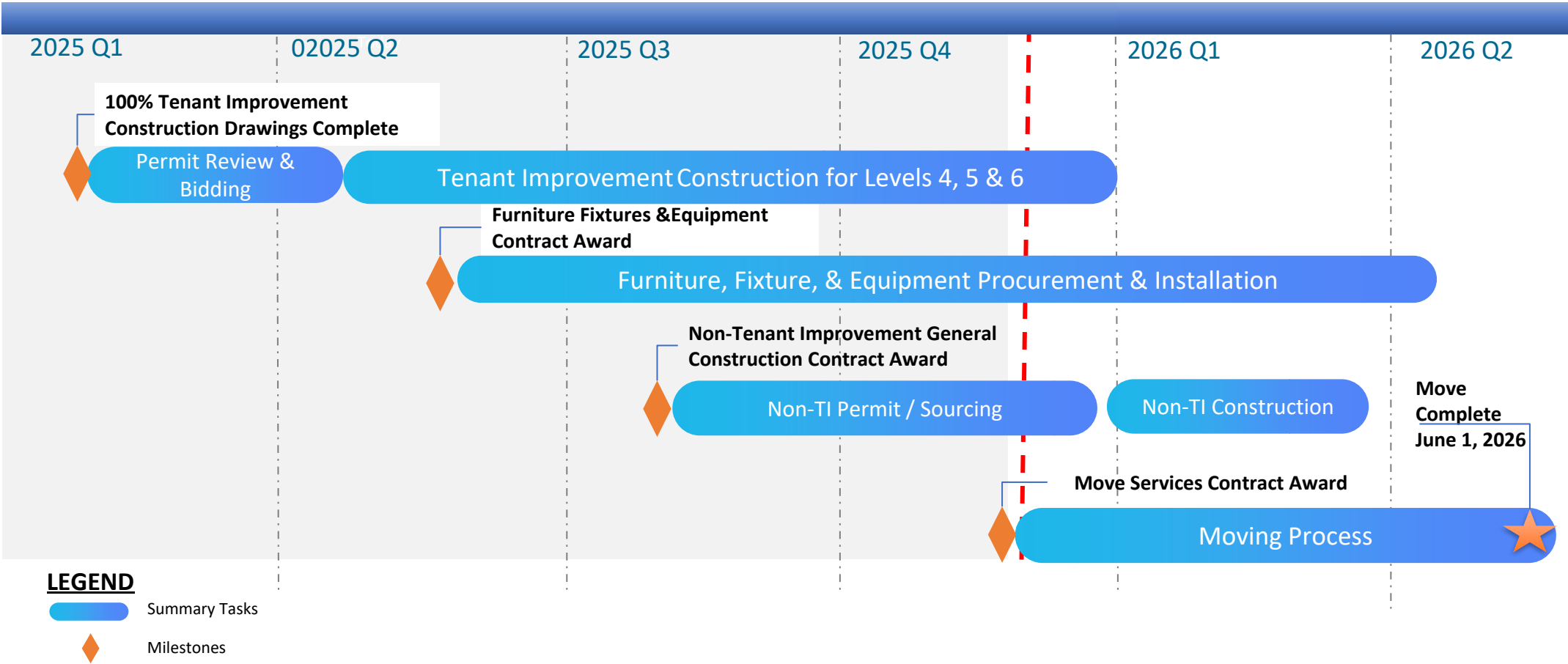
SamTrans' HQ November Update



Committed / Percent Complete

Category/Item	Budget (in 1000 of \$)		Expended + Committed %
	Approved	Expended + Committed	
Tenant Improvement (TI)	48,320	48,128	99.60%
Non-TI, Furniture, Fixtures, & Equipment (FF&E), and Auxiliary Equipment	9,380	5,499	58.63%
Non-TI, Information, Communications, & Technology (ICT), Audio Visual, and Security Systems	6,794	969	14.27%
Non-TI, Parking Garage Fencing, EV Charging, Ticket Booth, and Owner Paid Permit Fees	1,735	0	0.00%
Non-TI, Moving Services, Move Management, Digitization, Equipment & Furniture Disposal, and Document Disposal	1,793	501	27.94%
Non-TI, Project Management, Construction Management, Change Management, Procurement, and Legal Services	3,790	1,810	47.49%
Non-TI, Architectural & Engineering Design	2,625	2,516	95.84%
Total	74,437	59,424	79.83%

Project Schedule



ThePhoto by PhotoAuthor is licensed under CCYYSA.

Upcoming Activities in November 2025

In the field, floors are at various phases: Install flooring and carpet tile, drop ceiling tile, fire alarm device trim out, lighting trim, continue installing doors and hardware, fire life safety and mechanical commissioning begins.

Day 2 permit under City review; submittal processing / material procurement is underway

Artwork Program is being developed.

Change Management coordination continues.

Move Services will begin inventory process.

In Progress Photos - Public Reception



The space is coming alive: now visible are the circular architectural features depicted in the original design's rendering.



In Progress Photos - Break Room



The ceiling's focal point is built; countertops being measured for later install.



In Progress Photos - Work Areas



Storefront glazing at offices and consult rooms installed; carpet placement is ongoing.

Questions

**San Mateo County Transit District
Staff Report**

To: Board of Directors

Through: April Chan, General Manager/CEO

From: Joan L. Cassman, General Counsel

Subject: **Update on Development of the Shared Services Agreement with Peninsula Corridor Joint Powers Board**

Action

Legal Counsel will present an update on the development of a Shared Services Agreement (SSA) between the San Mateo County Transit District (District) and Peninsula Corridor Joint Powers Board (JPB) as contemplated by the 2022 Memorandum of Understanding between the JPB and its three member agencies (referred to as the "Governance MOU"). This is an informational item; no action is requested at this meeting. Staff will return to the December 2025 regularly scheduled meeting to seek Board approval of the final SSA.

Significance

The Governance MOU established new terms for governance and administration of JPB. The Governance MOU also required the JPB and District to "negotiate and execute an agreement that governs the provision of partially and fully shared services." The Governance MOU states that the SSA shall "define the scope of partially and fully shared services and how those services will be periodically evaluated and adjusted by mutual agreement."

The General Manager/CEO and General Counsel of the District have been working with the Executive Director and General Counsel of the JPB to complete negotiations of the SSA which, as envisioned by the Governance MOU, is intended to set the framework for the provision, evaluation and adjustment of shared services. The executive staffs of both agencies have been focused on preparing Work Plans (described below) for many months and more recently, have reviewed the draft SSA to offer input, some of which is reflected in the current draft that is attached for your reference. Our goal has been to complete negotiations and finalize the agreement by the end of this month and seek approval of the SSA from both the District and JPB Boards at each agency's regular December Board meeting.

The proposed SSA must be consistent with and does not have the effect of amending or superseding the Governance MOU. The draft SSA does the following:

- Identifies the areas in which the District is providing the JPB with: (A) *fully* shared services (Human Resources, Contract and Procurement, Information Technology, Civil Rights, Marketing and Customer Service, Accounting and Treasury, District

Secretary's Office, and Sustainability Planning) and (B) *partially* shared services (Communications, Government and External Affairs, Finance and Budgets, Real Estate, Grants, and Security);

- Requires completion of collaborative work plans to identify activities in each functional area of fully and partially shared services for each two-year budget cycle. The Work Plans will govern the nature and scope of the shared services desired by the JPB in each of the specified areas and will provide a basis to determine the amount of resources the District needs to provide the stated level of support and the projected costs of these resources. The Work Plans will be evaluated on a quarterly basis between staffs of both agencies;
- Provides for the establishment and monitoring of Key Performance Indicators (KPIs) that will apply to both parties to measure the effectiveness of the shared services arrangement and the development of a related dashboard, with KPI presentations to be made to both the District and JPB Boards annually;
- Requires the erection of “walls” to address conflicts of interest by separating District staff working on efforts on behalf of the District and the JPB, respectively, that are adverse or potentially adverse, such as when the two agencies are on different sides of a transaction, are competing for the same pool of funds, or have different interests in matters pending before regional, state or federal government bodies;
- Specifies that the resources to deliver the shared services will be built into the biennial budgets of both agencies, including the JPB's payment of Service Fees to the District on a monthly basis in accordance with the current Independent Cost Allocation Plan (ICAP). The agencies commit to examine the ICAP, the historical cost-sharing system, within 12 months of the SSA commencement, recognizing that any change in this methodology must receive Federal Transit Administration (FTA) approval and must work for all agencies for which the District serves as Managing Agency.
- Provides guidance on collaboration relative to recruitment, management, hiring, employee goal-setting and performance review processes for JPB staff, as well as fully and partially shared services staff;
- Reflects the current agreed-upon mechanism for dispute resolution already being used by the agencies’ leadership pursuant to a jointly issued memo blessed by the Chairs of each Board, dated January 30, 2024.

Budget Impact

There is no budget impact associated with this update.

Background

The District has been serving as the Managing Agency of the JPB since its inception as an operating agency in 1991 and in this role, the District has provided the administrative support to the JPB in all of the areas called out above. The Governance MOU affirmed the District's role as Managing Agency of the JPB and prescribed other rules for continued management of the JPB which reflected changes in the historical relationship between the agencies. These include:

- Creation of a separate, permanent Caltrain Executive Director position, under the sole appointing, review, compensation and termination authority of the JPB; and
- Designation of certain Caltrain-specific functions as "direct services" provided to the JPB by a railroad staff, and creation of six specific positions as direct reports to the Caltrain Executive Director. (The Governance MOU created five specific positions, but an amendment was later approved in February 2023 by the District and the Caltrain Boards to add the sixth position, a Chief Safety Officer.)

Under the Governance MOU, the SSA was to be executed within three months of repayment of \$15.2 million owed to the District for preservation of the Caltrain right-of-way, which repayments were completed in mid-2023. However, the Governance MOU also stated that "failure to meet that deadline shall not be grounds for voiding this Agreement."

Work on the SSA began in the fall of 2023 but was interrupted by other priorities associated with implementation of the Governance MOU, such as establishing a new mechanism for providing continued retirement benefits for the JPB's Executive Director and direct services staff, which process commenced in 2024 and is still in progress. Development of the SSA resumed in earnest earlier this year. In the interim, the executive staff members of both agencies have been developing and refining Work Plans which create the substance and detail as to what shared services are to be provided, the manner of their provision and the projected costs of these services.

Prepared By:	Joan Cassman	Legal Counsel	415-995-5120
	Shayna van Hoften	Legal Counsel	415-995-5880

SHARED SERVICES AGREEMENT

BETWEEN

PENINSULA CORRIDOR JOINT POWERS AUTHORITY

AND

SAN MATEO COUNTY TRANSIT DISTRICT

_____, 2025

SHARED SERVICES AGREEMENT

THIS AGREEMENT (“Agreement”) is entered into as of this ____ day of ____ 2025 (the “Effective Date”), by and between the PENINSULA CORRIDOR JOINT POWERS BOARD and the SAN MATEO COUNTY TRANSIT DISTRICT.

RECITALS

THIS AGREEMENT is made with reference to the following facts:

- A. The Peninsula Corridor Joint Powers Board (the “JPB” and sometimes referred to as “Caltrain”) is a joint powers authority composed of the City and County of San Francisco (“CCSF”), the San Mateo County Transit District (“SMCTD”), and the Santa Clara Valley Transportation Authority (“SCVTA”), all of whom collectively are hereinafter referred to as the “Member Agencies.”
- B. SMCTD has served as Managing Agency of the JPB since its inception in 1991, and under a 2008 amendment to the Real Property Ownership Agreement, has the right to serve as Managing Agency until it no longer chooses to do so.
- C. On August 5, 2022, the Member Agencies and JPB entered into a Memorandum of Understanding (the “MOU”), included herein as Exhibit A which includes the following provisions relevant to this Agreement:
 - i. SMCTD shall remain as the Managing Agency for Caltrain, as modified by the terms of the MOU. To maximize efficiency, Caltrain agrees to align salary ordinances, and employee manuals and policies with those that have been adopted or implemented by SMCTD.
 - ii. The JPB shall have the authority to appoint a separate, permanent Caltrain Executive Director (“Caltrain ED”) who shall exclusively report to, and take direction from, the JPB. The JPB shall have sole authority over the selection, hiring, annual goal setting, performance review, compensation, and termination of the Caltrain ED.

- iii. The Caltrain ED shall have sole authority over the selection, hiring, annual goal setting, performance review, compensation, and termination of employees providing the following direct services functions, as defined in Section 2(A) of the MOU, subject only to the Caltrain salary ordinance and employee manual and policies: Rail Operations and Maintenance, Rail Planning, Rail Design and Construction, Rail Business and Commercial, Rail Safety, Rail Executive Office, the Diridon Station Program, the Peninsula Corridor Electrification Project (“PCEP”) and the Caltrain Modernization Project (“CalMod”) programs, as these departments may be renamed or reorganized from time to time, together the “Railroad.”
- iv. The Caltrain ED shall have sole authority over the selection, hiring, annual goal setting, performance review, compensation, and termination of the individuals holding these additional direct services positions, subject only to the Caltrain salary ordinance and employee manual and policies: Chief of Staff, Director of Government and Community Affairs, Director of Budgets and Financial Analysis, Director of Real Estate, and Director of Grants and Funds Management, all of whom shall be part of the Railroad.
- v. The role of SMCTD as Managing Agency shall be to support the JPB through the provision of fully and partially shared services in the areas of Human Resources, Contracts and Procurements, Information Technology, Civil Rights, Accounting, Treasury, Budgets, Finance, Communications, Government and External Affairs, Real Estate, Grants, and Security. All fully and partially shared services positions will be under the sole direction and control of SMCTD’s General Manager.
- vi. Pursuant to the MOU, the JPB and SMCTD shall negotiate and execute an agreement that governs the provision of partially and fully shared services and shall define the scope of the partially and fully shared services allowing for input from the JPB concerning how those services will be periodically evaluated and adjusted. The arrangement and practices relating to shared services and cost allocation under the Indirect Cost Allocation Plan (ICAP) in effect as of January 1, 2022, shall only be changed through a negotiated process as set forth in the

MOU unless required by an ICAP prepared by SMCTD's consultant and by the Federal Transit Administration (FTA).

- vii. The JPB and SMCTD will not unreasonably withhold their consent to a shared services agreement or any subsequent amendment thereto.

D. The Boards of the JPB and SMCTD have on two different occasions, first in February of 2023 and then in 2024, agreed to establish the position of Caltrain Chief Safety Officer reporting directly to the Caltrain ED and the positions of Senior Rail Safety Officer, Rail Safety Officer, and System Safety Officer reporting directly to the Caltrain Chief Safety Officer and to authorize Caltrain to add additional rail safety positions as Caltrain deems necessary to support railroad safety. These positions are deemed to be "direct services" positions under the MOU and are subject to the Caltrain salary ordinance, and employee manual and policies.

AGREEMENT

NOW, THEREFORE, in consideration of the foregoing, the JPB and SMCTD (sometimes hereinafter referred to as the "Parties") agree to the following:

1. Services.

- a. General. SMCTD shall provide the JPB with "fully shared" and "partially shared" services as defined in paragraphs (b) and (c).
- b. Fully Shared Services. SMCTD shall provide the following fully shared services under the sole direction of the SMCTD General Manager who shall retain sole authority over the selection, hiring, annual goal setting, performance review, compensation, and termination of SMCTD fully shared services employee positions.
 - i. Human Resources;
 - ii. Contracts and Procurement;
 - iii. Information Technology;
 - iv. Civil Rights;
 - v. Marketing and Customer Service; and
 - vi. Accounting and Treasury

- vii. SMCTD's Secretary's Office
- viii. Sustainability Planning
- c. Partially Shared Services. SMCTD shall continue to provide partially shared services for the following functions: (1) Communications, Government and External Affairs, (2) Finance and Budgets, (3) Real Estate, (4) Grants, and (5) Security. These partially shared services shall be provided by SMCTD with policy level direction relayed, as described below, to the SMCTD General Manager or their designee by the Caltrain Director of Government and Community Affairs, the Caltrain Director of Budgets and Financial Analysis, the Caltrain Director of Real Estate and TOD, the Caltrain Director of Grants and Funds Management, and the Caltrain Chief Safety Officer or their designees (collectively referred to as "Caltrain Directors"). All positions performing partially shared services, other than those positions specifically called out above or additional positions that may be established pursuant to separate agreements (as was done with respect to the Safety positions described in Recital D above), shall remain under the overall direction of the SMCTD General Manager, who also retains sole authority over the selection, hiring, annual goal setting, performance review, compensation, and termination of those partially shared services employee positions . The purview of each of the Caltrain Directors working in the functional areas of partially shared services is set forth below:
 - i. Government and Community Affairs. The Caltrain Director of Government and Community Affairs shall provide direction, policy guidance, and strategy on all government and external affairs matters related to Caltrain, and shall determine the Caltrain work plan for government, community affairs, and communications (as pertinent to external affairs for only) and coordinate with the SMCTD Communications Chief to implement the direction of the JPB and the Caltrain ED;
 - ii. Finance and Budgets. The Caltrain Director of Budgets and Financial Analysis shall provide direction, policy guidance, and strategy on all financial analysis and budgeting matters related to Caltrain, and shall determine the Caltrain work plan for financial analysis and budgets and coordinate with the SMCTD/JPB CFO to implement the direction of the JPB and the Caltrain ED;

- iii. Real Estate. The Caltrain Director of Real Estate and TOD shall provide direction, policy guidance, and strategy on all real estate transactions pertaining to Caltrain, and shall determine the Caltrain work plan for real estate and coordinate with the SMCTD Real Estate Director and/or Chief of Planning and Development to implement the direction of the JPB and the Caltrain ED;
- iv. Grants. The Caltrain Director of Grants and Funds Management shall provide direction, policy guidance, and strategy on the pursuit and management of all grants and public funding sources of interest, and shall determine the Caltrain work plan for grants and coordinate with the SMCTD Director of Grants and Fund Management, and /or the CFO to implement the direction of the JPB and the Caltrain ED; and
- v. Security. The Caltrain Chief Safety Officer shall relay direction, policy guidance, and strategy on all security matters related to Caltrain to the SMCTD General Manager or their designee, and shall determine the Caltrain work plan for security and coordinate with the SMCTD Director of Safety and Security to implement the direction of the JPB and the Caltrain ED.
- d. Changes to Shared Services. The Parties acknowledge and agree that the functions and services provided pursuant to this Agreement may be periodically updated, supplemented, or amended pursuant to Section 10 of this Agreement, subject to Section 2(F) of the MOU.

2. Manner of Providing and Evaluating Shared Services.

- a. Good Faith. SMCTD and the JPB each represent, warrant and covenant that the functions, services and obligations prescribed herein shall be provided in good faith, in accordance with applicable laws and agreements between the Parties, and in a professional manner.
- b. Work Plans. The JPB and SMCTD shall mutually develop proposed Work Plans for each functional area covered by fully and partially shared services as part of the biennial budget process. The Work Plans shall identify the anticipated projects and type of activities in each functional area required by the JPB for the two-year budget

- cycle to enable the Parties to determine the level of shared services required to achieve the Work Plans. The Parties shall complete the biennial Work Plans in a timely fashion for inclusion in the biennial budgets of both the JPB and SMCTD for approval, which may include revised fully and/or partially shared staffing in order to carry out the proposed Work Plans. The JPB shall modify the Work Plans on an annual basis, or more often, as necessary, to reflect changed conditions, in coordination with SMCTD. JPB and SMCTD staff shall meet on a quarterly basis to discuss the implementation of the Work Plans. SMCTD shall strive to provide the levels of service necessary to support the activities specified in the Work Plans and shall have sole and final authority in approving the schedules, type of work, and all personnel decisions for shared services and partially shared services employees.
- c. Key Performance Indicators. The JPB and SMCTD shall collaborate to develop key performance indicators (KPIs) based on the Work Plans to measure performance and shall maintain a performance dashboard accessible to both Parties for all fully and partially shared services. The agreed-upon KPIs shall be a basis for evaluating Caltrain and SMCTD's performance against the Work Plans for all fully and partially shared services. SMCTD shall retain full autonomy concerning personnel performance at the individual employee level for all fully and partially shared services employees.
- d. Reporting. KPIs shall be reported on an annual basis to the JPB and SMCTD Boards of Directors as part of a regular public meeting agenda item, in order to measure Caltrain and SMCTD's overall performance. The first annual report shall be provided to each board no later than three months (3) months after the end of the first fiscal year in which the Agreement is in effect and every 12 months thereafter.
- e. Conflicts. SMCTD shall implement a wall between staff who are dedicated to supporting SMCTD and shared services staff who support the JPB in following circumstances: (1) when SMCTD (or one of the agencies for which it acts as managing agency) and the JPB are on different sides of a transaction, including but not limited matters related to governance and matters in which JPB and SMCTD's positions are adverse or potentially adverse; (2) when SMCTD and the JPB compete for the same pool of funds; and (3) when the JPB and SMCTD have different interests

in matters pending before other bodies, including but not limited to, the Metropolitan Transportation Commission, the California Department of Transportation, the FTA, the California Legislature, and Congress. The wall shall prevent the transmission of confidential information between staff members on either side of the wall, and SMCTD and JPB shall collaborate to establish protocols to implement the wall, including identifying which staff members are on the JPB and SMCTD's sides and distributing a memorandum containing such information to relevant staff members to ensure that confidential information is not shared with staff on opposite sides of the wall.

- f. Evaluation Process for Shared Services. Except as provided in section 5, paragraph (a), on a quarterly basis, the SMCTD Chiefs responsible for each of the fully or partially shared services will meet with the Caltrain Chiefs or Directors in those areas to discuss the status of the Work Plans and the manner in which the shared services are provided. If deficiencies are noted in a given Work Plan or the delivery of services pursuant to the Work Plan, the subject SMCTD Chief and Caltrain Chief or Director will determine what steps are necessary to address the identified deficiencies. If additional resources are necessary to adequately address the noted issues, the SMCTD Chiefs and the Caltrain Chiefs or Directors shall work with the SMCTD Deputy General Manager and the Caltrain Chief of Staff to secure additional resources or to reprioritize work specified in the Work Plan.

3. **Budget Process; Fees; Payment.**

- a. Budget Process. For each biennial budget cycle, the Caltrain ED and SMCTD General Manager, or their designees, shall negotiate in good faith and approve budgets for fully and partially shared services based on the current level of services and JPB's estimates of anticipated services, as set forth in the Work Plans, and SMCTD's resources.
- b. Fees. In consideration for the performance of the Services by SMCTD, the JPB shall pay to SMCTD compensation (the "Service Fees") as provided for in the current biennial budget and subject to the current ICAP, payable pursuant to the monthly invoices referenced in Section 3(c).

- c. Payment. Caltrain shall pay the Service Fees to SMCTD pursuant to Section 3(b) on a monthly basis.
 - d. Reconsideration of Cost Reimbursement Methodologies. Within 12 months of the effective date of this Agreement, the Parties shall examine and consider different methodologies for determining Caltrain's reimbursement of SMCTD for shared services, subject to approval by the FTA if changes are proposed to the ICAP and recognizing that any change in methodology affects all agencies for which SMCTD serves as Managing Agency and must therefore meet the needs of all agencies, including SMCTD. The Parties shall also develop a process for SMCTD to invoice Caltrain for Service Fees with sufficient detail to allow Caltrain to verify the charges and for a biennial audit of ICAP charges with a true-up mechanism to address any corrections or updates in the preceding two-year budget cycle.
4. **Cooperation In The Recruitment and Evaluation of Staff**. The Parties shall cooperate with one another in connection with the recruitment and evaluation of staff, as further described below:
- a. Recruitment. When SMCTD recruits key personnel who provide fully or partially shared services to Caltrain, SMCTD shall ensure that Caltrain has an opportunity to provide input regarding the recruitment process. When Caltrain recruits employees to fill the positions of Director of Government and Community Affairs, Director of Budgets and Financial Analysis, Director of Real Estate and TOD, Director of Grants and Funds Management, and Chief Safety Officer, Caltrain shall ensure that SMCTD has an opportunity to provide input in the recruitment process.
 - b. Performance Evaluation and Goal Setting. SMCTD shall solicit input from Caltrain regarding the performance and goal setting of SMCTD employees who lead departments that provide fully or partially shared services and those employees who are primarily dedicated, or provide key services, to Caltrain in accordance with processes agreed to by the SMCTD GM and the Caltrain ED.
 - c. Role of Caltrain ED. The Caltrain ED shall have sole authority with respect to employment decisions involving Railroad employees, subject to the Caltrain

employment policies and salary ordinance, and shall cooperate with the SMCTD GM in implementing this Agreement.

- d. Role of SMCTD GM. The SMCTD GM shall have sole authority with respect to employment decisions involving all shared and partially shared services employees, and shall cooperate with the Caltrain ED in implementing this Agreement.

5. **Dispute Resolution.** The Parties intend to work through any disputes that may arise at the earliest possible stage. If a dispute under this Agreement and the MOU cannot be resolved by the Parties, upon the written request of either of the Parties, the matter will be dealt with in accordance with the procedures set forth in this section.

- a. Level One. If the dispute involves shared or partially shared services, the dispute shall be referred to the SMCTD Chief and the Caltrain Chief or Director in the service area in which the dispute arises. Other disputes shall be addressed by Caltrain and SMCTD executives designated by the Caltrain ED and SMCTD GM, respectively. For any matter designated by the initiating Party as “urgent,” the other Party will make its first response within twenty-four (24) hours. Unless a matter is designated “urgent” by the initiating Party, the other Party shall respond within three (3) business days, or within such other period as the Level One persons may agree in writing. The Level One persons shall attempt to resolve the dispute through good faith discussions.
- b. Level Two. If the Level One Persons are unable to resolve the dispute, the matter shall be referred to the SMCTD GM and the Caltrain ED for resolution. The SMCTD GM and Caltrain ED shall meet as soon as is practicable after the referral, but in no event more than one week from the date of referral. The SMCTD GM and Caltrain ED shall attempt to resolve the dispute through good faith discussions.
- c. Level Three. If the SMCTD and Caltrain ED are unable to resolve the dispute, the matter shall be elevated to the SMCTD and JPB Board Chairs or Vice Chairs, who shall meet with the SMCTD and Caltrain ED in an effort to resolve the matter.
- d. Alternative Dispute Resolution. If the dispute is not resolved at the Third Level, the Caltrain ED and SMCTD General Manager may agree to a method of non-binding, alternative dispute resolution.

6. **Employment Authority:** All Railroad positions shall be considered employees of the JPB. All fully and partially shared services positions shall be considered employees of SMCTD. Each entity shall maintain complete and final authority and control over the manner and means of performing all work, providing any final work product, as well as all aspects of employment and personnel decisions, subject to the applicable salary ordinance, and employee manual and policies.
7. **Effect of Agreement:** Nothing in this Agreement is intended or will be interpreted to have the effect of amending or superseding the rights, requirements, or obligations in any existing contracts among the Member Agencies or the Member Agencies and the JPB.
8. **Attorneys' Fees and Costs.** Each party to this Agreement shall bear its own costs in connection with negotiating, drafting, and approving this Agreement and in connection with the resolution of conflicts arising under this Agreement.
9. **Term of Agreement.** This Agreement shall remain in effect until such time as the Parties either (1) approve a revised Agreement or (2) the Parties mutually agree to amend or terminate the Agreement.
10. **Governing Law.** This Agreement shall be interpreted, construed, and enforced in accordance with the laws of California.
11. **Successors.** This Agreement shall be binding upon and shall inure to the benefit of the respective successors and assigns.
12. **Term and Amendments.** Unless amended by the parties in a writing approved by the parties, this Agreement shall remain in effect for so long as SMCTS serves as Managing Agency of the JPB, and SMCTD shall provide one year's notice to the JPB if it determines that it no longer wishes to serve as Managing Agency.
13. **Representation.** The JPB and SMCTD have each been represented by independent counsel with respect to the negotiations and approval of this Agreement.

14. **Entire Agreement.** This Agreement constitutes the entire agreement of the Parties with respect to its subject matter and supersedes any prior oral or written understanding on the same subject.

15. **Counterparts.** This Agreement may be executed in counterparts, each of which shall be deemed an original, but both of which together shall be deemed an entire Agreement.

In witness whereof the parties have entered into this Agreement on the date first written above with the intent to be legally bound.

PENINSULA CORRIDOR JOINT POWERS BOARD

By: _____

Michelle Bouchard
Executive Director, JPB

Approved as to form by:

By: _____

James C. Harrison
General Counsel, JPB

SAN MATEO COUNTY TRANSIT DISTRICT

By: _____

April Chan
General Manager, SMCTD

Approved as to form by:

By: _____

Joan Cassman
General Counsel, SMCTD



Safety Program Update

Item #8.d.
11/5/2025

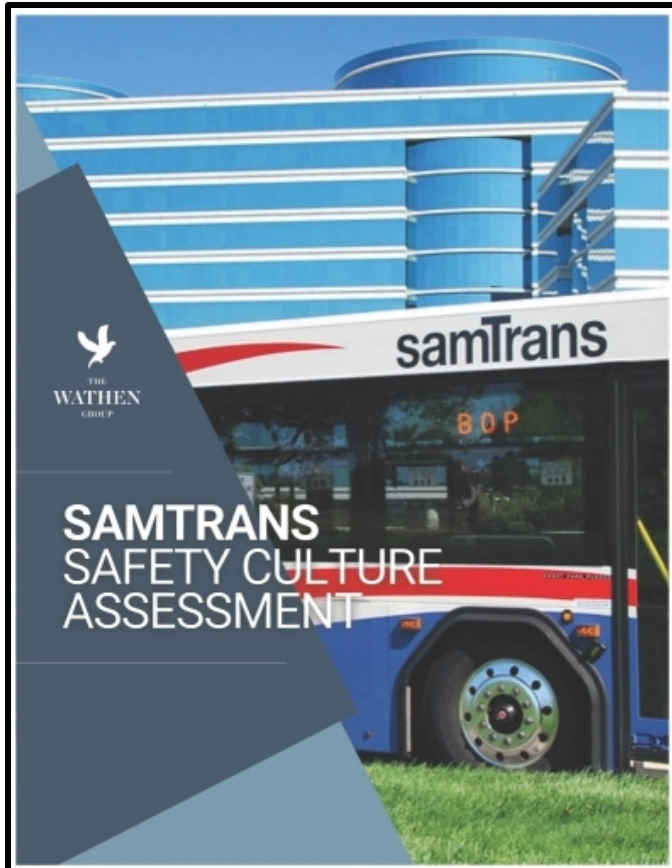


Safety Program Agenda

1. Independent Safety Review
2. Accident Reporting
3. Risks & Mitigation

Independent Safety Review

Independent Safety Review



Key Points

- Safety Culture Assessment
- Identify Risks and Mitigation
- Safety Recommendation

Safety Workstreams

- 1) Safety Culture Program
 - Bi-Monthly Safety Meetings, Safety Review Committee
- 2) Employee Engagement
 - Safety Standdown, QR Code for Hazard Reporting, Safety Newsletter
- 3) Contract Service Provider Partnership
 - Monthly Safety Meetings, Cross functional safety events
- 4) Accident Prevention
 - Vehicle Accident Review Committee, Root Cause Analysis, Mitigation Plans

Completed/On-going Initiatives

- Public Transportation Agency Safety Plan (PTASP)
- Emergency Preparedness/Drills and Exercises
- New Safety Committees
- Operator Assault Barriers
- Accident and Incident Heatmap

Accident Reporting

Accident Report Classifications

Accident Classifications

Preventable

Non-Preventable

Definitions

Preventable Accident

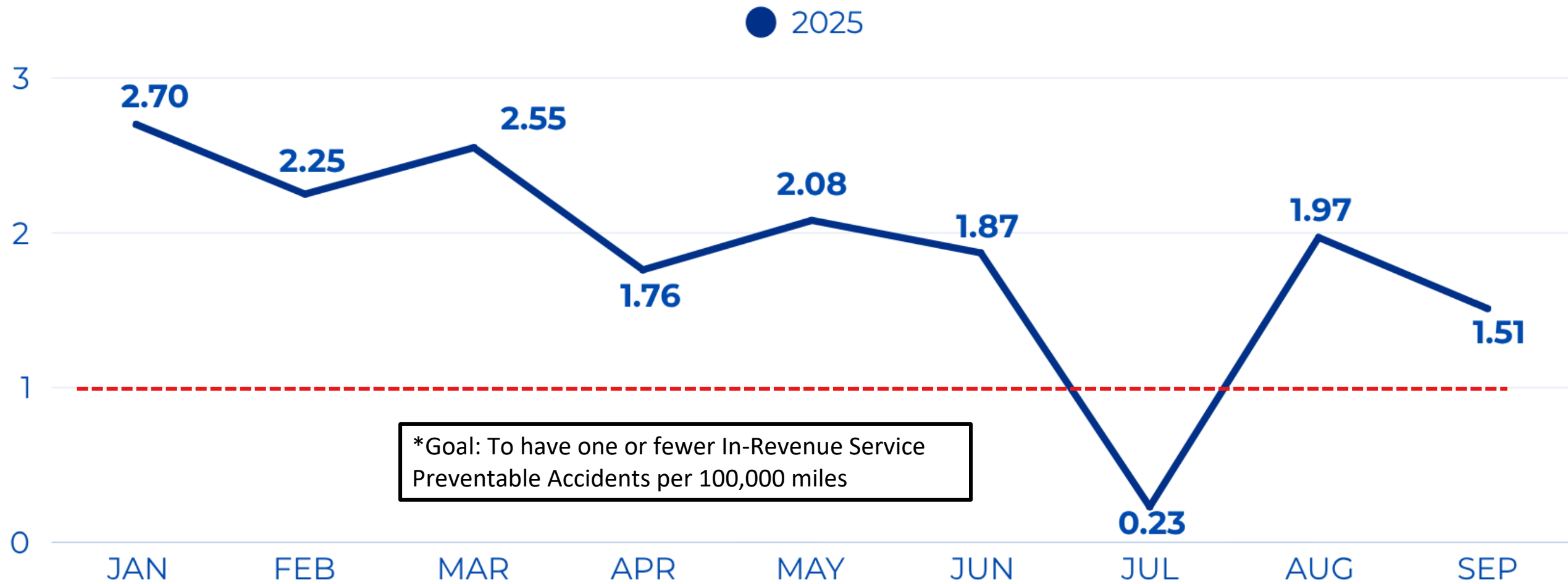
An accident in which the employee failed to do everything reasonable to prevent the accident, as determined by the Accident Review Committee.

Non-Preventable Accident

An accident in which the employee has done everything reasonable to prevent the event from happening.



September YTD 2025 Preventables Accident Frequency Rate



Accident Severity Types

Classifications

Negligible

Marginal

Critical

Catastrophic

Definition

No Injury /
No Damage

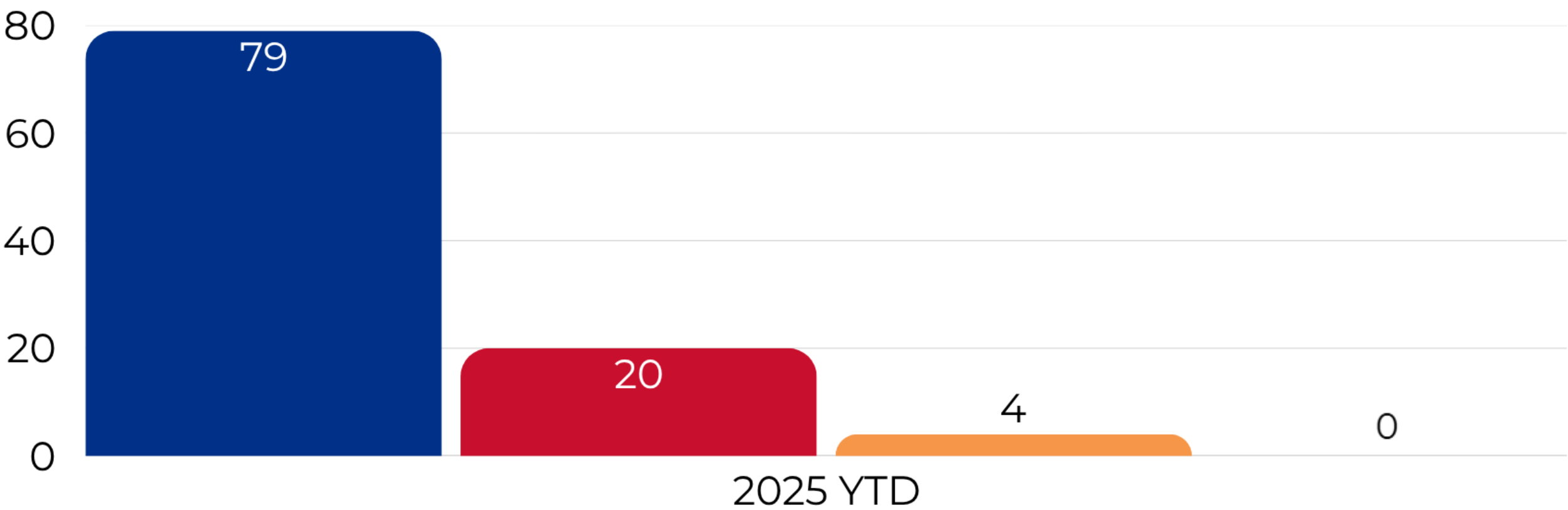
Minor Injury or Complaint of Pain /
Minor Property Damage

Serious Injury with Transport /
Moderate Property Damage

Fatal or Life-Threatening Injuries /
Severe Property Damage

Year-To-Date Preventable Accidents - Severity Count (Jan – Sep ‘25)

● Negligible ● Marginal ● Critical ● Catastrophic

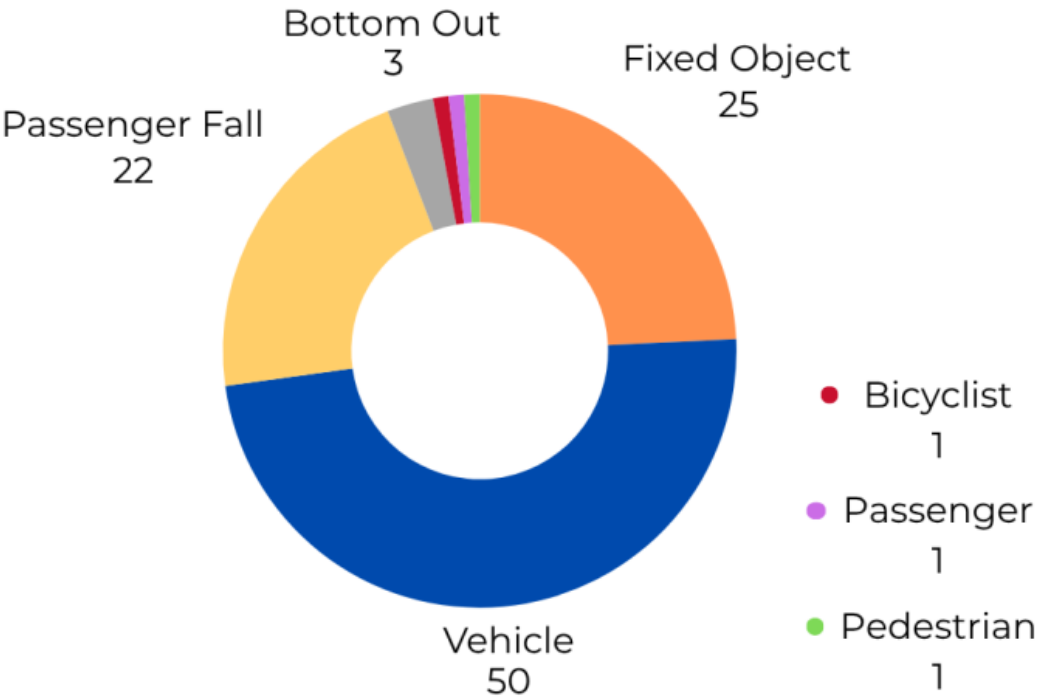


Accident Types

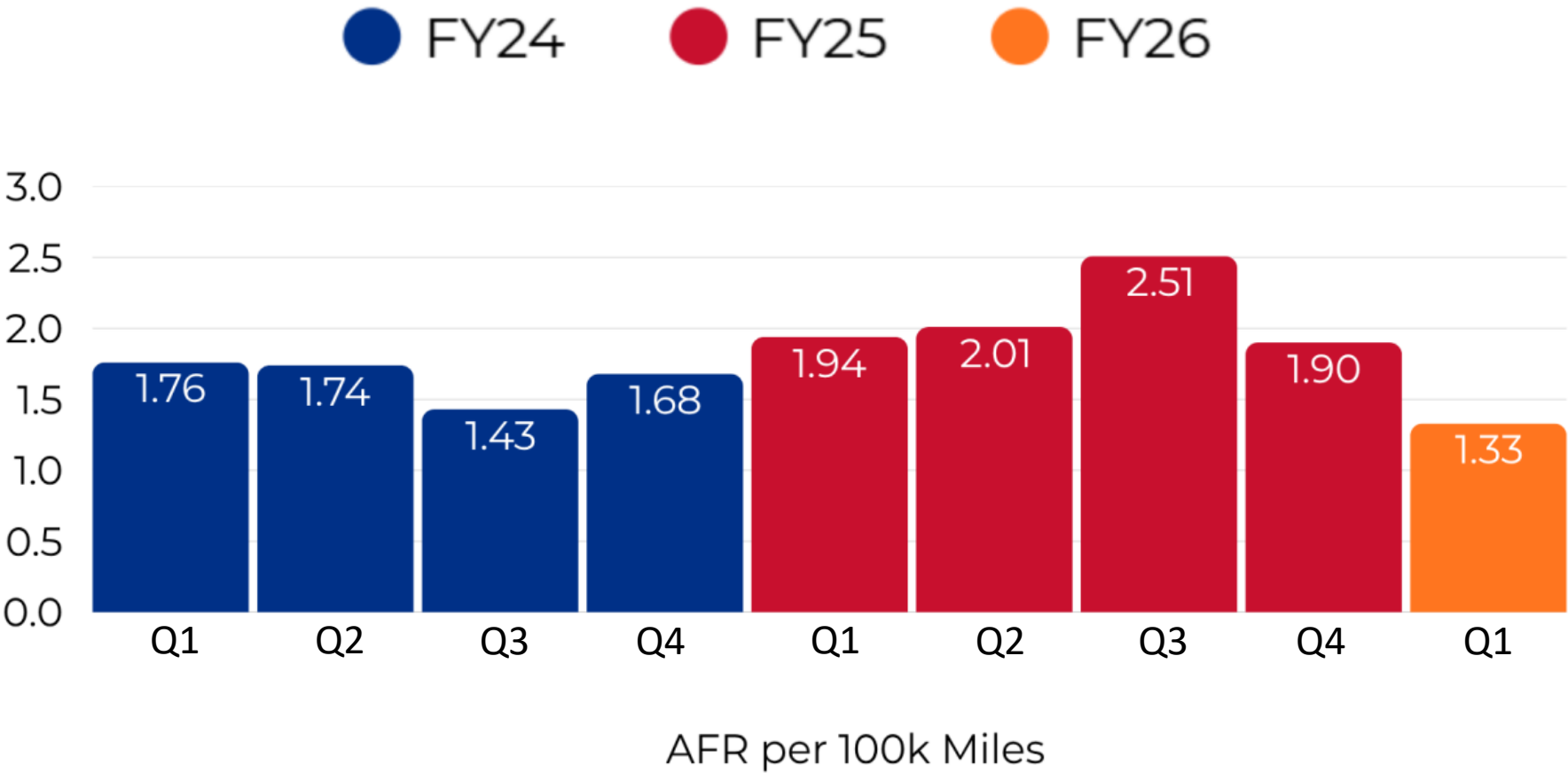
Classifications

Vehicle	Bottom Out	Fixed Object
Found Damage	Debris or Objects in Motion	Passenger Fall
Non-Contact Involved	Pedestrian	Evacuations

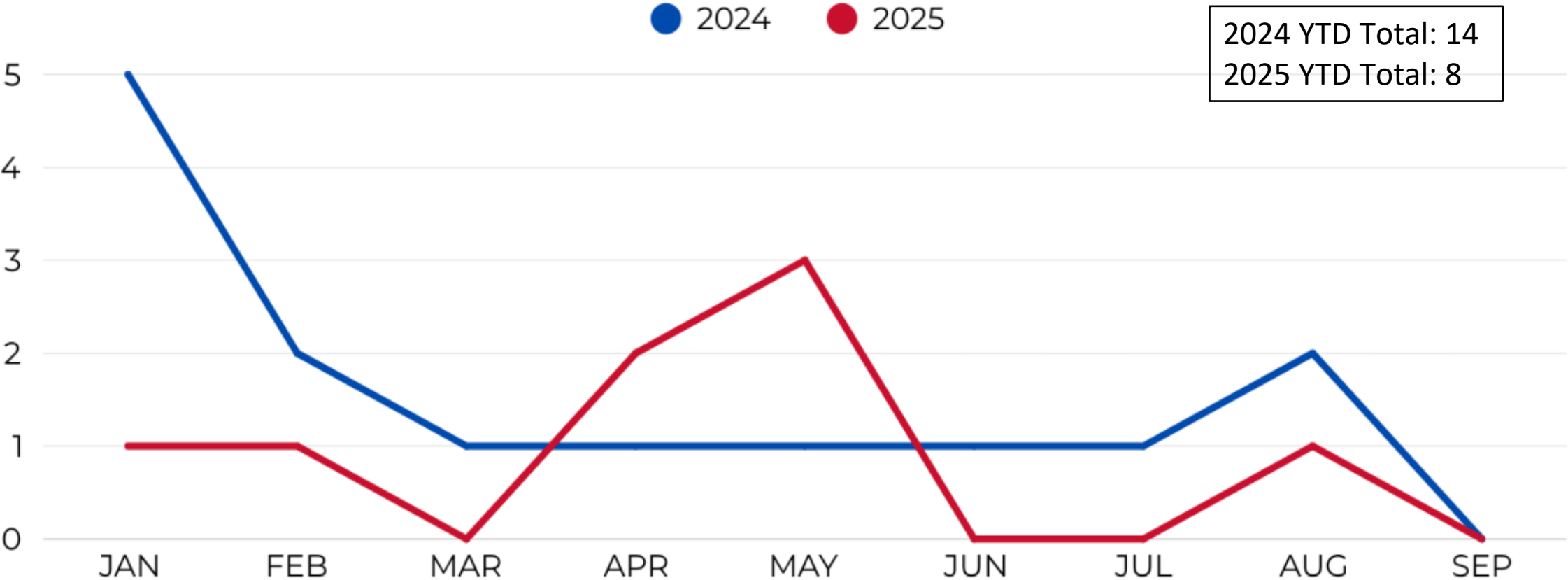
2025 YTD Preventables



Accident Frequency Rate Comparison (FY24 – FY26)



Operator Assaults Year-Over-Year



Assault Mitigations

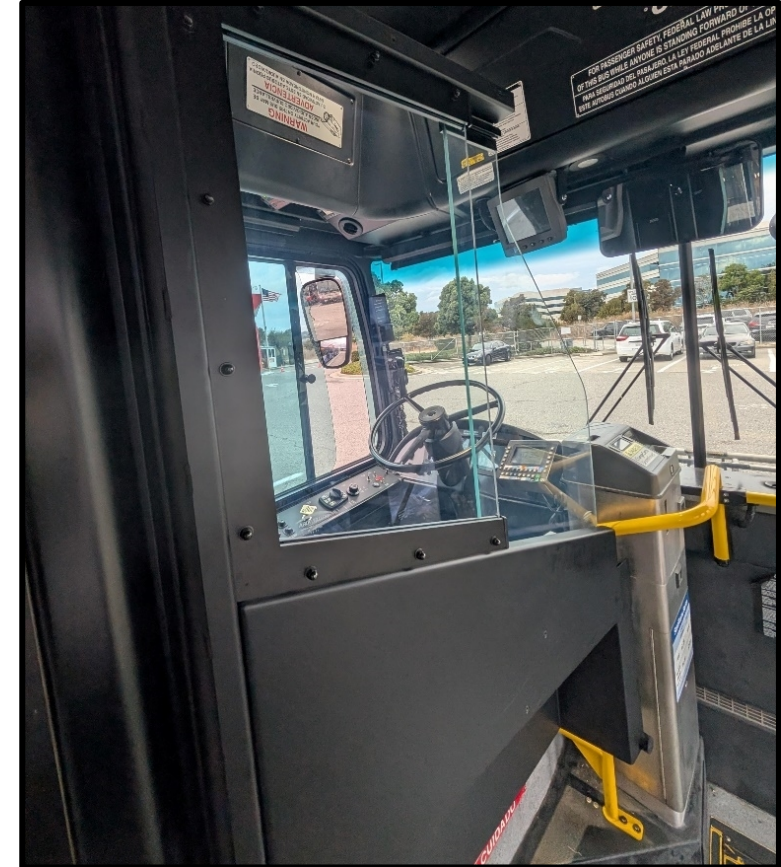
Mitigation Efforts

Engineering
Controls

Administrative
Controls

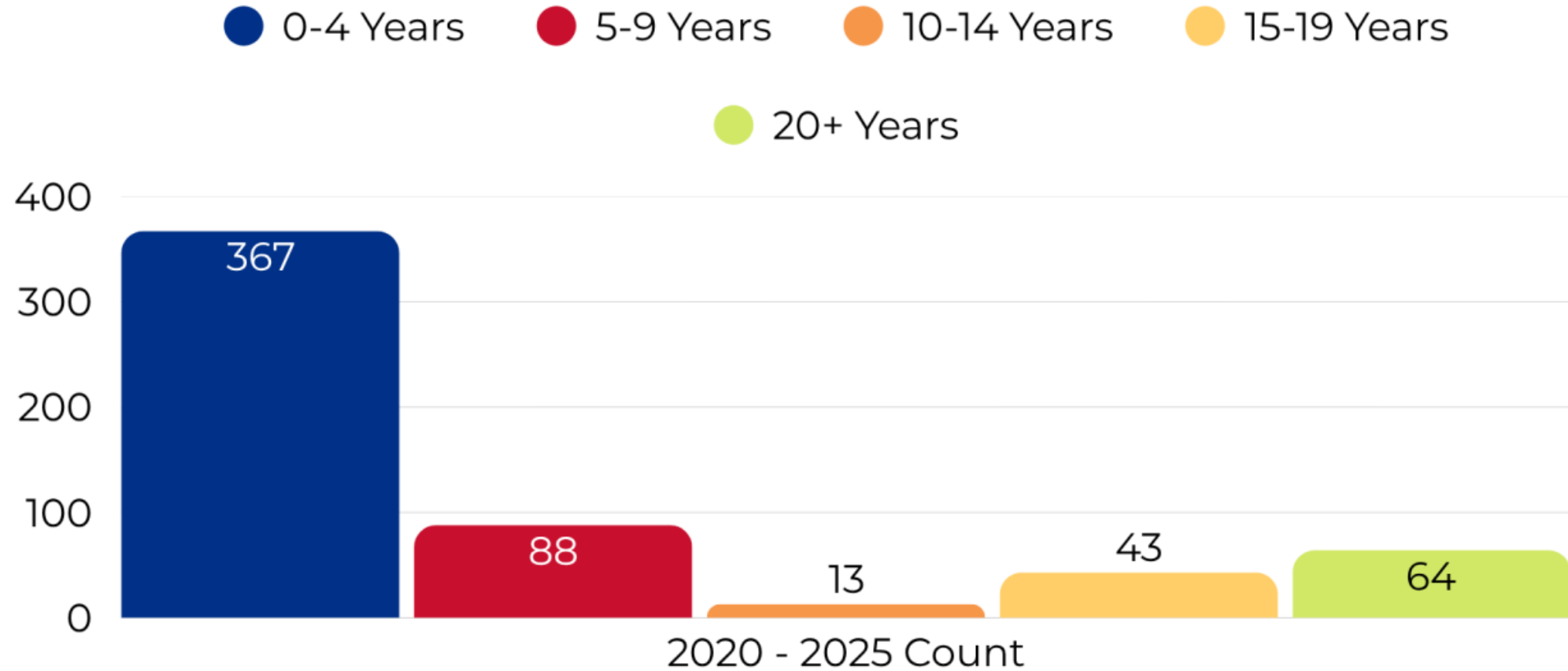
Training

Community
Involvement



Risks & Mitigation

Years of Service for Operators Involved In A Preventable Accident (2020 – 2025 YTD)



Safety Focus for New Hires

Initiatives

Mentorship
Program

Safety Orientation

New Hire Operator
Interviews

Safety Stand
Downs

Traffic Control
Devices

Signage



Next Steps

- **Safety Management System (Compliance Quest)**
 - Advanced Accident & Incident Reporting
- **District-wide Safety Newsletter**
 - Monthly communications
- **Drive Cam**
 - Operator coaching tool
- **Ride Checks**
 - Supervisor Ride Checks utilizing new reporting tools
- **Safety Policy Statement**
 - Establish a unified commitment to safety



Item #8.d.
11/5/2025
Thank You



Please email DistrictSafety@samTrans.com with any questions

BOARD OF DIRECTORS 2025

JEFF GEE, CHAIR
MARIE CHUANG, VICE CHAIR
DAVID J. CANEPA
BROOKS ESSER
MARINA FRASER
RICO E. MEDINA
JOSH POWELL
PETER RATTO
JACKIE SPEIER

APRIL CHAN
GENERAL MANAGER/CEO



AGENDA

San Mateo County Transit District

Community Relations Committee Meeting

Committee of the Whole

(Accessibility, Senior Services, and Community Issues)

November 5, 2025 – 2:30 pm

Bacciocco Auditorium, 2nd Floor

1250 San Carlos Avenue, San Carlos, CA 94070

Committee Members: David J. Canepa (Chair), Marina Fraser, Jackie Speier

- | | | |
|-------|---|---------------|
| 10.a. | Call to Order | |
| 10.b. | Approval of Minutes of the Community Relations Committee Meeting of October 8, 2025 | Motion |
| 10.c. | Accessible Services Update | Informational |
| 10.d. | Citizens Advisory Committee Update | Informational |
| 10.e. | Paratransit Advisory Council Update | Informational |
| 10.f. | Monthly State of Service Report - September 2025 | Informational |
| 10.g. | Receive Update Regarding 2025 Customer Satisfaction Survey and Key Findings | Informational |
| 10.h. | Adjourn | |

Note:

- This Committee meeting may be attended by Board Members who do not serve on this Committee. In the event that a quorum of the entire Board is present, this Committee shall act as a Committee of the Whole. In either case, any item acted upon by the Committee or the Committee of the Whole will require consideration and action by the full Board of Directors as a prerequisite to its legal enactment.
- All items appearing on the agenda are subject to action by the Committee. Staff recommendations are subject to change by the Committee.

**San Mateo County Transit District
1250 San Carlos Avenue, San Carlos, California**

**Community Relations Committee Meeting / Committee of the Whole
DRAFT Minutes of October 8, 2025**

Members Present (In Person): M. Fraser, D. Canepa (Chair)

Members Present (Via Teleconference): J. Speier

Members Absent: None

Other Board Members Present Constituting Committee of the Whole: M. Chuang, B. Esser, J. Gee, R. Medina, J. Powell, P. Ratto

Other Board Members Absent: None

Staff Present: J. Cassman, A. Chan, T. Dubost, L. Lumina-Hsu, A. Rivas, M. Tseng, S. van Hoften

9.a. Call to Order

Committee Chair Canepa called the meeting to order at 2:24 pm.

9.b. Approval of Minutes of the Community Relations Committee Meeting of September 3, 2025

Motion/Second: Esser/Powell

Ayes: Canepa, Esser, Fraser, Medina, Powell, Ratto, Speier, Chuang, Gee

Noes: None

Absent: None

9.c. Accessible Services Update

Tina Dubost, Manager, Accessible Services, noted the launching of a mobility resource center to aid older adults and people with disabilities to find transportation resources in San Mateo County.

9.d. Citizens Advisory Committee Update – Deferred.

9.e. Paratransit Advisory Council Update

Ben McMullan, PAC Chair, stated discussion topics covered at the PAC retreat: member recruitment and education, service quality and improvement, and policy initiatives and advocacy.

9.f. Monthly State of Service Report | August 2025

Ana Rivas, Director, Bus Transportation, provided the presentation, which included the following:

- Weekday ridership increased 3.2 percent and 0.4 percent for total monthly ridership
- Youth unlimited pass increased 4.3 percent; weekday microtransit ridership Increased 2.7 percent and 13.9 percent for total microtransit ridership
- 1.5 preventable accidents per 100,000 miles; 0.7 service calls per 25,000 miles; 81.3 percent on-time performance (OTP); 10 did not operate (DNO)
- Making Space to Keep You Safe campaign

The Committee Members had a robust discussion and staff provided further clarification in response to the Committee comments and questions, which included the following:

- Service adjustments at the beginning of the school year to ensure bus services can better adapt to school bell times
- Decrease in OTP after meeting 85 percent in July; difficulties due to traffic and outside factors that led to the decrease in reaching OTP goal; staff continues to review route, and when appropriate, adjust route run times

9.g. Adjourn – The meeting adjourned at 2:33 pm.

**San Mateo County Transit District
Staff Report**

To: Community Relations Committee

Through: April Chan, General Manager/CEO

From: David Olmeda, Chief Operating Officer, Bus
Tina Dubost, Manager, Accessible Transit Services

Subject: **Accessible Services Update**

Action

This item is for information only. No action is required.

Significance

Several groups advise SamTrans on accessible service issues. The Paratransit Advisory Council (PAC) provides a forum for consumer input on paratransit issues. The Policy Advocacy and Legislative Committee (PAL-Committee) is the advocacy arm of the PAC.

The PAC and the PAL meet monthly (except for August).

The minutes from the PAC and PAL meeting for September are attached.

Budget Impact

There is no impact to the budget.

Background

No additional information.

Prepared By: Lynn Spicer Accessibility Coordinator 650-508-6475

SAN MATEO COUNTY
PARATRANSIT COORDINATING COUNCIL (PCC)
Minutes of September 9, 2025, Meeting

ATTENDANCE

Members Present: R. Agarwal, S. Capeloto, T. Dubost, M. Epstein, S. Lang (Vice Chair), L. Vaserman, M. Violet

Members Present via Teleconference: D. Do, B. McMullan (Chair)

Members Absent: C. Santoni, K. Uhl

Guests Present: J. Feliciano (Transdev), L. Spicer (SamTrans), M. Ranaldson (Nelson\Nygaard, joined on Zoom), K. Richardson (Transdev), N. Rodriguez (Transdev), T. Salamin (Serra Cab), M. Thomasmeyer (Nelson\Nygaard)

1. Call to Order

Vice Chair Sandra Lang called the meeting to order.

2. Roll Call

Council members and guests introduced themselves.

3. Public Comment for Items Not on the Agenda

Larisa Vaserman commented on the lack of trash cans in the new vehicles, how vehicles are assigned, and the drop-off order when there are passengers in wheelchairs.

Raj Agarwal commented on the renewal period for handicap parking placards and the driver waiting time.

4. Announcements

Tina Dubost made the following announcements:

- SamTrans is asking customers to renew their fare assistance eligibility.
- There was a Regional Mobility Management meeting in late July, during which representatives for other Bay Area counties provided updates on their paratransit programs and mobility management programs.
- MTC is looking to designate Mobility Managers for each Bay Area County and shared a framework that establishes responsibilities for Mobility Managers. Ms. Dubost confirmed that SamTrans is well-positioned to take on the role for San Mateo County since it is already fulfilling many of the responsibilities listed in the framework.

5. PAC Committee Reports

5.a. Policy/Advocacy/Legislative (PAL) Report

Sandra Lang summarized SB 63 and noted that the legislation is of interest to the Council.

5.b. Education Committee Report

Tina Dubost noted that the September Education Committee meeting scheduled for Tuesday, September 2, was cancelled and that an email will be sent to members to reschedule.

Ms. Dubost also mentioned the call for artists for the San Mateo County 2025 Disabilities Art Showcase that is happening next month. Information was sent to Council members via email.

- Sandra Lang emphasized how important the showcase could be for promoting the PAC.
- Larisa Vaserman expressed interest and provided background information on the Center for Creativity in Redwood City where the showcase will be held.

5.c. Executive Committee Report

Ben McMullan gave an overview of the PAC Retreat agenda, including topics for breakout discussion groups and that the Committee decided to invite representatives from the Commission on Aging and Commission on Disabilities.

- Sandra Lang reminded Council members that what is discussed at the retreat will be used to inform the workplan for the next two years.

6. SamTrans / Redi-Wheels Reports

Tina Dubost provided key takeaways for the following reports.

6.a. SamTrans Updates

The request for proposals for the Redi-Wheels contract was released in July. Discussions are ongoing, and Council members will receive more information as it becomes available.

6.b. Performance Summary

Ms. Dubost reviewed the ridership reports in the packet and noted that ridership has been consistent.

6.c. Comment Statistics Report

All comment cards submitted last month were compliments. Riders commented on drivers' safety and assistance.

- Sandra Lang asked the Transdev team about driver morale. Kenneth Richardson summarized the support that is provided to drivers.

- Dao Do stated that the number of vehicles available is good.

6.d. Safety Report

Jocelyn Feliciano stated that there were three nonpreventable events and one preventable event.

7. Updates and Items of Interest

7.a. Agencies

No updates.

7.b. County Commissions (CoA and CoD)

Ben McMullan updated the Council on how the Commission on Disabilities is working with SamTrans and will present to the SamTrans Board of Directors next month during National Disability Employment Awareness Month.

7.c. Center for Independence (CID)

Ben McMullan shared information about CID's virtual Access Now Summit happening on Thursday, September 11, which will offer training for people with disabilities on meetings with elected officials.

7.d. Coastside Transportation Committee (CTC)

No updates.

7.e. Transportation Authority Citizens Advisory Committee (TA-CAC)

Sandra Lang summarized what happened during the Board of Directors meeting on September 2. Highlights include:

- A presentation on the Safe Routes to School Program
- Results of a walking audit
- US 101 / SR 92 Mobility Hub and Smart Corridor Plan
- New key performance indicator dashboard

7.f. Department of Rehabilitation (DOR)

Susan Capeloto updated the Council on the redistricting effort with San Jose. Though there have been minor service cuts and short staffing, there are more people coming to the office to drop off applications.

7.g. ADA Policy Refresher

Tina Dubost reminded Council members of the no-show and late cancel policy.

8. Other Business

8.a. Reschedule September Education Committee Meeting

Tina Dubost reminded Education committee members that an email will be sent out to pick a new date for the Education Committee meeting.

8.b. Reschedule November PAC Meeting

Tina Dubost asked the Council if they wanted to reschedule the November PAC meeting. It is currently scheduled for November 11, which may be a holiday for some members.

- Ben McMullan requested it be rescheduled for November 18.
- The Council agreed to finalize the date via email.

8.c. Other Updates

Ben McMullan provided information about the Move Bay Area West Bay Summit happening next month.

Tina Dubost reminded the Council that the retreat will be on October 7 and that there will not be any PAC or committee meetings. The retreat will be on the 4th Floor of the SamTrans building, which has restricted access. SamTrans staff will be available to escort PAC members when they arrive.

9. Adjournment

The meeting was adjourned at 2:55 pm.

**San Mateo County Transit District
Staff Report**

To: Community Relations Committee

Through: April Chan, General Manager/CEO

From: Josh Mello, Executive Officer, Planning and Development
David Olmeda, Chief Operating Officer, Bus

Subject: **Monthly State of Service Report | September 2025**

Action

This report is for information only. No action is required.

Significance

SamTrans: Average weekday ridership across all four modes (Bus, Paratransit, Shuttles, and Microtransit) increased by 4.9 percent in September 2025 compared to September 2024. The total monthly ridership increased by 6.7 percent in September 2025 compared to September 2024.

Microtransit: Average weekday ridership on all microtransit services was 151, and total ridership was 3,993. The average weekday ridership increased 8.7 percent compared to September 2024, and the total ridership increased 14.0 percent compared to September 2024.

Youth Unlimited Pass: For September 2025, Youth Unlimited Pass usage increased 11.8 percent compared to September 2024.

Other SamTrans Key Performance Indicators (includes Contracted Urban Bus Service [CUBS]):

- **Preventable Accidents** – There were 13 preventable accidents in September 2025 (9 from District and 4 from contracted services). The goal is to have one or fewer preventable accidents per 100,000 miles; SamTrans did not meet its goal with 1.6 accidents per 100,000 miles.
- **Miles Between Service Calls (MBSC)** – There were 29 service calls in September 2025 (20 from District and 9 from contracted services). The goal is to have one or fewer service calls per every 25,000 miles. Fixed-route service met its goal with 0.9 service calls per 25,000 miles.
- **On-Time-Performance (OTP)** – September 2025 systemwide OTP was 80.8 percent. The goal is to have 85 percent systemwide on-time performance. Fixed-route service did not meet this goal.
- **Did Not Operate (DNOs)** – In September 2025, there were 8 total DNOs.

RIDERSHIP (ALL MODES)

SAMTRANS Average Weekday Ridership								
Mode	Sep-23	Sep-24	Sep-25	%Δ ¹	YTD FY24	YTD FY25	YTD FY26	%Δ ²
Bus	33,726	37,302	39,214	5.1%	29,949	33,217	34,382	3.5%
Paratransit	758	791	778	-1.6%	724	767	775	1.1%
Shuttles	1,938	1,977	2,045	3.4%	1,833	1,802	1,901	5.5%
Microtransit	114	139	151	8.7%	116	131	152	16.1%
Total	36,536	40,209	42,188	4.9%	32,622	35,917	37,210	3.6%

SAMTRANS Total Ridership								
Mode	Sep-23	Sep-24	Sep-25	%Δ ¹	YTD FY24	YTD FY25	YTD FY26	%Δ ²
Bus	857,141	939,045	1,002,086	6.7%	2,395,841	2,653,944	2,737,091	3.1%
Paratransit	18,828	19,385	19,636	1.3%	55,524	59,207	59,813	1.0%
Shuttles	38,718	39,562	42,970	8.6%	114,742	113,933	120,872	6.1%
Microtransit	3,058	3,502	3,993	14.0%	9,389	10,392	12,657	21.8%
Total	917,745	1,001,494	1,068,685	6.7%	2,575,496	2,837,476	2,930,433	3.3%

CALTRAIN Average Weekday Ridership								
Mode	Sep-23	Sep-24	Sep-25	%Δ ¹	YTD FY24	YTD FY25	YTD FY26	%Δ ²
Caltrain	21,366	26,046	41,065	57.7%	18,083	20,661	40,355	95.3%

CALTRAIN Total Ridership								
Mode	Sep-23	Sep-24	Sep-25	%Δ ¹	YTD FY24	YTD FY25	YTD FY26	%Δ ²
Caltrain	505,078	686,614	1,049,193	52.8%	1,406,590	1,506,540	3,200,351	112.4%

OTHER MODES in San Mateo County Average Weekday Ridership								
Mode	Sep-23	Sep-24	Sep-25	%Δ ¹	YTD FY24	YTD FY25	YTD FY26	%Δ ²
Dumbarton	102	100	96	-4.0%	82	102	96	-5.4%
BART (San Mateo County)	19,070	20,483	21,429	4.6%	17,961	19,032	21,184	11.3%

OTHER MODES in San Mateo County Total Ridership								
Mode	Sep-23	Sep-24	Sep-25	%Δ ¹	YTD FY24	YTD FY25	YTD FY26	%Δ ²
Dumbarton	2,048	2,009	2,018	0.4%	5,296	6,425	6,188	-3.7%
BART (San Mateo County)	506,109	537,879	575,324	7.0%	1,471,962	1,550,765	1,738,853	12.1%

IMPORTANT NOTES:

Total row may not add up due to rounding.

SamTrans (Bus) ridership includes Fixed-Route service.

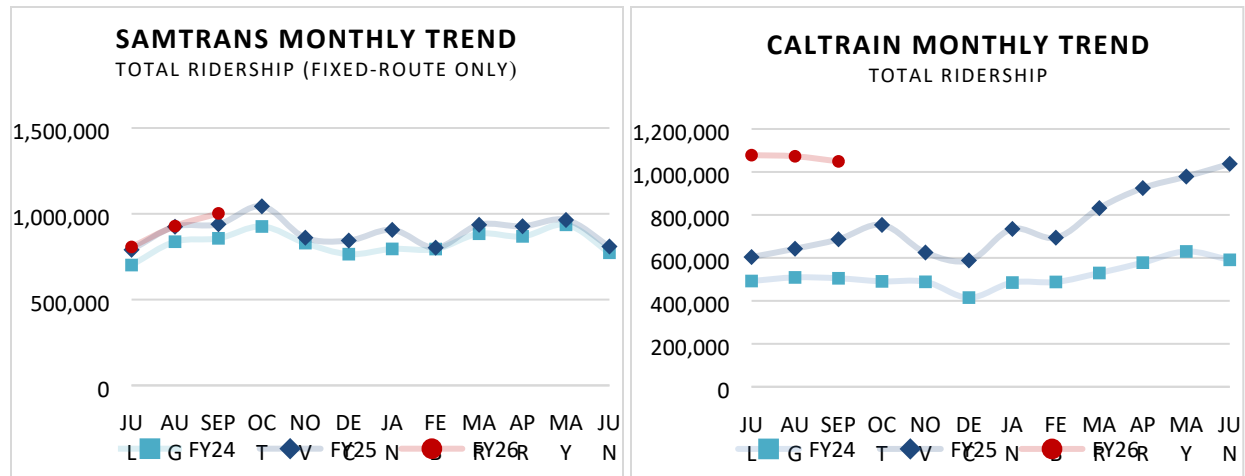
Microtransit ridership includes Ride Plus and SamCoast.

Shuttle ridership includes SamTrans shuttles, JPB Caltrain shuttles, and other Transportation Authority funded shuttles.

Bay Area Rapid Transit (BART) ridership in San Mateo County does not include Daly City BART Station.

%Δ¹ indicates the percentage change for the month, current year to previous year.

%Δ² indicates the percentage change current year to previous, Year to Date.



FARES

SAMTRANS (BUS) Fare Usage			
Fare Type	Sep-23	Sep-24	Sep-25
Adult	524,647	599,134	637,032
Eligible Discount	181,699	181,979	199,297
Youth	150,795	157,932	165,757
--- Youth Unlimited Pass	65,684	80,231	89,733
Total	857,141	939,045	1,002,086

This table illustrates the number of riders by fare category (Dumbarton Express and rural demand-response service excluded).

The **Youth Unlimited Pass** number is a subset of the Youth Fare Type. The program started in January 2022.

KEY PERFORMANCE INDICATORS

SAMTRANS (BUS) Operations Key Performance Indicators			
KPI	Sep-23	Sep-24	Sep-25
On-Time Performance	77.8%	78.7%	80.8%
Preventable Accidents	18	11	13
--- District	9	8	9
--- Contracted Services	9	3	4
Service Calls	29	36	29
--- District	19	18	20
--- Contracted Services	10	18	9
Trips Scheduled	38,694	47,508	48,250
Did Not Operate DNOs	1	685	8

SAMTRANS (BUS) Fleet Key Performance Indicators			
KPI	Sep-23	Sep-24	Sep-25
Revenue Hours (Sched.)	47,838	58,262	57,723
Revenue Miles (Sched.)	488,623	577,150	580,763
Total Fleet Miles (Actual)	724,829	817,240	834,821

MICROTRANSIT Ride Plus Key Performance Indicators			
KPI	Sep-23	Sep-24	Sep-25
Total Ridership	2,793	3,055	3,993
--- East Palo Alto Trips	1,959	2,163	2,974
--- Half Moon Bay Trips	834	892	1,019
Active Users	386	382	411
New Registrations	315	171	76
Total Downloads	406	380	252
--- iOS Downloads	317	355	189
--- Android Downloads	89	25	63
Load Factor	1.27	1.32	1.15

PARATRANSIT Operations Key Performance Indicators			
KPI	Sep-23	Sep-24	Sep-25
On-Time Performance (RW)	89.2%	89.2%	89.2%
On-Time Performance (RC)	93.0%	93.0%	93.0%
Preventable Accidents (RW)	2	5	3
Preventable Accidents (RC)	0	0	0
Service Calls (RW)	4	4	7
Service Calls (RC)	0	0	0

PARATRANSIT Fleet Key Performance Indicators			
KPI	Sep-23	Sep-24	Sep-25
Revenue Miles (RW)	159,697	161,919	195,621
Revenue Miles (RC)	18,959	22,579	13,538
Fleet Miles (RW)	177,083	179,582	215,402
Fleet Miles (RC)	25,909	28,398	23,533

SamTrans' OTP goal is 85.0 percent. On-Time Performance (OTP) is calculated by evaluating time points within the route's schedules across the system for late, early, and on-time arrival and departure. A route is considered late if it exceeds 5 minutes. A route is considered early if it departs 59 seconds ahead of schedule.

SamTrans' Miles between Preventable Accidents goal is 100,000 miles. There were 64,217 miles between Preventable Accidents this month.

SamTrans' Miles between Service Calls goal is 25,000 miles. There were 28,787 miles between Service Calls this month.

Sched. = Scheduled, which includes in-service and layover.

Note: All KPIs include all SamTrans service operated directly and by contract.

Ride Plus started in June 2023.

The **load factor** represents the average number of passengers in a vehicle. It is calculated by dividing the total number of passengers by the number of trips in service.

RW = Redi-Wheels

RC = RediCoast

PRE-PANDEMIC RIDERSHIP COMPARISON

SAMTRANS Average Weekday Ridership					
Mode	Sep-19	Sep-23	Sep-24	Sep-25	% ³
Bus	41,089	33,726	37,302	39,214	95.4%
Paratransit	1,185	758	791	778	65.7%
Shuttles	12,004	1,938	1,977	2,045	17.0%
Microtransit	21	114	139	151	721.3%
Total	54,299	36,536	40,209	42,188	77.7%

SAMTRANS Total Ridership					
Mode	Sep-19	Sep-23	Sep-24	Sep-25	% ³
Bus	1,000,109	857,141	939,045	1,002,086	100.2%
Paratransit	28,096	18,828	19,385	19,636	69.9%
Shuttles	247,061	38,718	39,562	42,970	17.4%
Microtransit	507	3,058	3,502	3,993	787.6%
Total	1,275,773	917,745	1,001,494	1,068,685	83.8%

CALTRAIN Average Weekday Ridership					
Mode	Sep-19	Sep-23	Sep-24	Sep-25	% ³
Caltrain	72,387	21,366	26,046	41,065	56.7%

CALTRAIN Total Ridership					
Mode	Sep-19	Sep-23	Sep-24	Sep-25	% ³
Caltrain	1,584,833	505,078	686,614	1,049,193	66.2%

OTHER MODES in San Mateo County Average Weekday Ridership					
Mode	Sep-19	Sep-23	Sep-24	Sep-25	% ³
Dumbarton	147	102	100	96	65.1%
BART (San Mateo County)	47,015	19,070	20,483	21,429	45.6%

OTHER MODES in San Mateo County Total Ridership					
Mode	Sep-19	Sep-23	Sep-24	Sep-25	% ³
Dumbarton	2,948	2,048	2,009	2,018	68.5%
BART (San Mateo County)	1,119,931	506,109	537,879	575,324	51.4%

PRE-PANDEMIC FARES COMPARISON

SAMTRANS (BUS) Fare Usage					
Fare Type	Sep-19	Sep-23	Sep-24	Sep-25	% ³
Adult	515,748	524,647	599,134	637,032	123.5%
Youth	234,142	150,795	157,932	165,757	70.8%
Eligible Discount	250,219	181,699	181,979	199,297	79.6%
Total	1,000,109	857,141	939,045	1,002,086	100.2%

The following tables show the change in ridership over the last four years to encompass changes due to the COVID-19 pandemic.

%³ indicates the rate of ridership recovery, current year (FY2026) to pre-pandemic year (FY2019). For example, SamTrans Bus Average Weekday Ridership hit 95.4 percent of pre-pandemic levels (2019) for this month of September 2025.

%³ indicates the rate of ridership recovery, current year (FY2026) to pre-pandemic year (FY2019).

Dumbarton and demand-response service are excluded.

IMPORTANT NOTES:

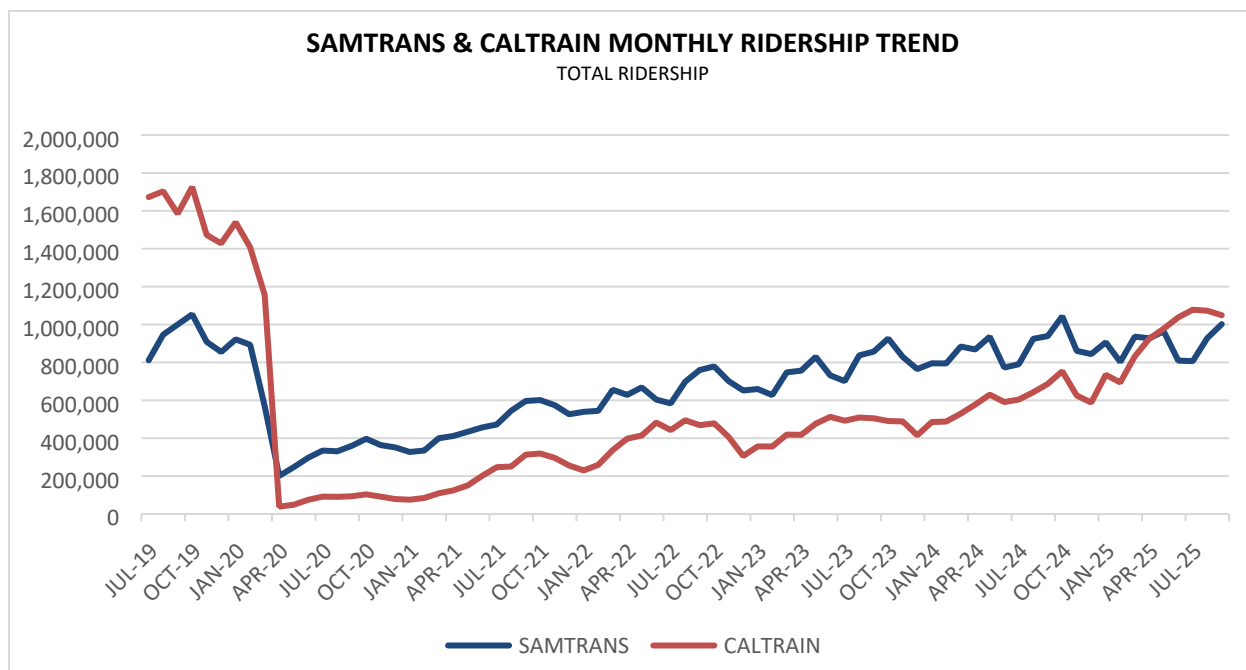
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SamTrans (Bus) ridership includes Fixed-Route service.

Microtransit ridership includes Ride Plus and SamCoast.

Shuttle ridership includes SamTrans shuttles, JPB Caltrain shuttles, and other Transportation Authority funded shuttles.

BART ridership in San Mateo County does not include Daly City BART Station.



CUSTOMER EXPERIENCE

SAMTRANS (BUS) Customer Experience			
KPI	Sep-23	Sep-24	Sep-25
Complaints	91	103	148
Accessibility	11	8	14
Compliments	16	22	17
Service Requests	17	49	51
Reports Total	135	182	230

The table is a detailed summary of SamTrans Consumer Reports received by the Customer Experience Department.

The total number of reports for SamTrans increased 26.4% from 182 reports in September 2024 to 230 reports in September 2025.

COMMUNICATIONS & MARKETING

The following is a list of the Communications Division's marketing and promotional efforts in September 2025.

SamTrans Monthly Press Releases and Earned Media

Press Releases and Blogs:

- NEWS: SamTrans celebrates Transit Month with "Ride Like a Leader" campaign and community events
- NEWS: SamTrans applauds passage of Senate Bill 63, key regional transit funding measure

Article Mentions:

- Senate Bill (SB) 63: Connected Bay Area Act
 - Mercury News, Metro Magazine, MTC, San Mateo Daily Journal, Patch, CBS Bay Area
- Transit Month
 - ABC7, CBS Bay Area, KRON 4, KQED, KCBS AM, MTC, Patch, Hoodline
- Major incident - crash at 280/101 split in SF
 - Yahoo News, SF Chronicle, ABC7, CBS Bay Area, KRON 4, KQED
- San Francisco International Airport (SFO) simulated plane crash
 - SF Chronicle
- SamTrans ridership up
 - San Mateo Daily Journal, ABC7
- All Aboard Bay Area Transit
 - MTC
- BART computer issue - SamTrans as alternative
 - CBS Bay Area, ABC 7, KRON 4

Social Media Activities

Digital Marketing Report

- During Transit Month in September, SamTrans joined multiple events celebrating transit use.
 - In collaboration with Cesar Chavez Ravenswood Middle School in East Palo Alto and the San Mateo County Office of Education's Safe Routes to School program, SamTrans hosted a "Meet the Bus" event during the school's Back to School Night.
 - SamTrans' Art Takes a Bus Ride 2025 wrapped bus and the Ride Plus van were onsite for students.
 - Staff connected with parents and students, sharing information about Ride Plus, Youth Unlimited, the Art Takes a Bus Ride competition, and other SamTrans programs and initiatives.
 - This event was highlighted on social media with a gallery recap post-event.

- SamTrans participated in All Aboard Bay Area Transit Day where staff rode on the system to Hillsdale Mall, Half Moon Bay, Pacifica and Daly City BART.
 - The team engaged with riders by providing free bus ride tickets, informational sheets regarding the system and transit month stickers.
 - Both Vice Chair Marie Chuang and Citizens Advisory Committee Member Hana Estalilla were in attendance.
 - This event was highlighted on social media with live feed content and a gallery recap post-event.
- SamTrans General Manager/CEO April Chan participated in the Ride-Along and Happy Hour with Transit CEOs riding from San Francisco to San Rafael alongside other Bay Area transit leaders.
 - This event was highlighted on social media with a gallery recap post-event.

Other Digital Marketing Highlights

- SamTrans Way2Go Community College Pass
- SamTrans Wheel Talk Podcast: Grand Boulevard Initiative
- SamTrans Class 200 Orientation
- Hispanic Heritage Month and Mexican Independence Day
- Drive With Us Bus Operator Recruitment Campaign
- Gear Up Mechanic Utility Worker Recruitment Campaign
- Ride Plus Microtransit Campaign
- SamTrans Citizens Advisory Committee

Social Metrics: Year to Year

An impression is anytime our content (post, webpage, Instagram (IG) photo) is seen in a user's feed or browser. Engagement is any action taken, such as a click, like, retweet or comment.

SEPTEMBER 2025	SEPTEMBER 2024	% Change
Impressions: 1,538,842	Impressions: 473,452	+225.0%
Engagements: 6,627	Engagements: 5,764	+15.0%
Post Link Clicks: 1,401	Post Link Clicks: 2,171	-35.5%

**Please note this does not include any web metrics*

Marketing Activity Highlights

Ride Plus Campaign

September Ride Plus Marketing Metrics

Ride Plus web content views:

- Total Impressions: 224,977 (August: 93,489)
- Total Ad/Post Clicks: 1,667 (August: 1,059)
- Ad Spend: \$631.17 (August: \$368.64)

Effortless Travel Campaign

Bay Area Newsgroups Ad Network

Running digital ads on Bay Area news websites, social media and other ad partners. Ads are continuing to perform within industry performance indicator standards.

- SamTrans ETEP Ads:
 - Web views: 24,440 (August: 26,082)
 - Total Impressions: 1,923,995 (August: 2.5 million)
 - Ad Clicks: 15,653 (August: 19,123)
 - Ad Spend: \$12,849.14 (\$15,379)

Prepared By:	Emily Chen	Senior Planner, Operations Planning	650-551-6127
	Tasha Bartholomew	Director, Communications	650-508-7927

**San Mateo County Transit District
Staff Report**

To: Community Relations Committee

Through: April Chan, General Manager/CEO

From: Emily Beach, Chief Communications Officer

Subject: **Receive Update Regarding 2025 Customer Satisfaction Survey and Key Findings**

Action

The 2025 Customer Satisfaction Survey gathers customer feedback on San Mateo County Transit District (SamTrans) services, with a focus on the rider experience both onboard the bus and at the bus stop. While the federally mandated Triennial Customer Survey focuses on rider demographics and SamTrans usage, this survey captures customer ratings on a broad range of onboard and bus stop services. The results are used to guide planning decisions and service delivery evaluation aimed at enhancing the customer experience.

This presentation is for informational purposes only, and no Board recommendation/action is required.

Significance

This update provides the Board with key insights into how effectively SamTrans is addressing rider priorities and its performance relative to those priorities. The discussion will also highlight projects aimed at addressing rider concerns.

Overall rider satisfaction is high, 4.15 out of 5.00, with six ratings achieving a rating of 4.0 or greater, including: using tickets onboard (4.43); helpfulness/courtesy of bus operators (4.25); comfort of the ride (4.19); total trip time (4.14); sense of safety on the bus (4.11) and onboard announcements (4.09). Key areas for improvement include cleanliness of bus shelters (3.66); condition of benches (3.73); real time bus arrival information (3.73); and communication of service changes (3.77). These improvements are essential to enhancing the customer experience while waiting for the bus and ensuring riders stay informed when using SamTrans. Most riders feel that their experience with SamTrans over the past 12 months has improved (47 percent) or stayed about the same (41 percent).

SamTrans is advancing several initiatives to enhance the rider experience and build trust. Improvements are underway at 220 priority bus stops, including new shelters, benches, and amenities alongside increased cleaning and refreshed design standards, while operational efficiencies have been implemented since conducting the survey. Future efforts include improved communication tools such as new Customer Relationship Management (CRM)

software; changes to real-time information delivery through pilot QR codes and website upgrades; youth-focused outreach; and a new customer service call center survey. The survey data will also be used to support the full evaluation of the Reimagine SamTrans program delivery by early 2026.

Budget Impact

No impact on the budget.

Prepared By: Julian Jest

Manager, Market Research

650-464-4017



2025 Customer Satisfaction Survey

Item #10.g.
11/5/2025



Key Findings | Julian Jest, Manager, Market Research
November 5, 2025

Executive Summary

- Annual survey with 24 questions covering a wide range of customer touch points to measure performance and identify rider priorities.
- Results are reviewed by internal stakeholders and projects identified to respond to rider priorities.
- High overall satisfaction rating: 4.15 out of 5.00, a small decline compared with 2024 (4.24).
- Using tickets onboard and bus operator helpfulness earned the highest ratings (4.43 and 4.25, respectively).
- Key areas for improvement are cleanliness of bus shelters (3.66) and condition of benches (3.73).
- Most riders feel their experience on SamTrans has improved (47%) or stayed about the same (41%).

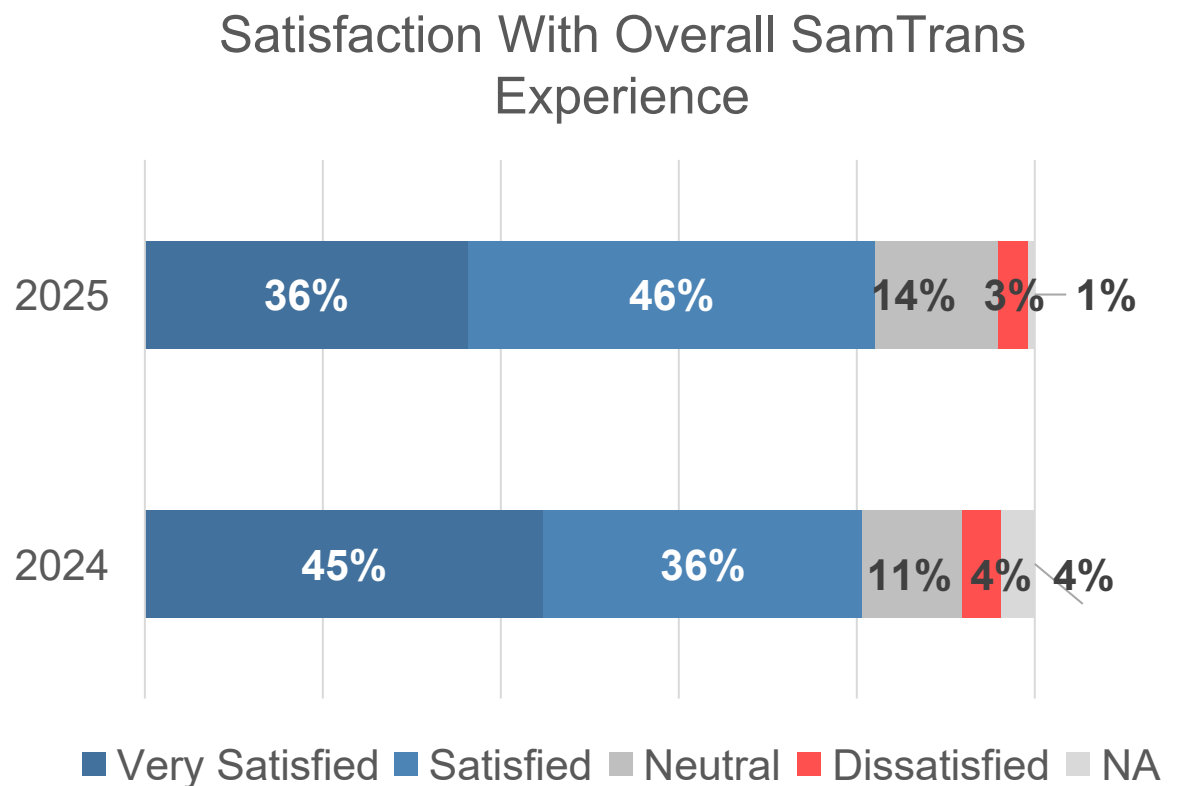
Methodology

- Dates: March 18, 2025 through May 6, 2025
- Survey offered in English, Spanish, Chinese, and Tagalog
- 52% of customers approached completed a survey
- Sample size: $N = 1,991$
- Surveys weighted by route according to SamTrans ridership
- Margin of Error (MOE): Overall MOE = +/- 2.13%

Overall Satisfaction

Data: 82% of riders are satisfied with their overall experience – steady from 2024 (81%) – but fewer are *very* satisfied (36% vs. 45% in 2024).

Key Insight: Satisfaction is holding, but enthusiasm is slipping – a signal to invest in ways to better “wow” riders.



Customer Viewpoint: Is SamTrans Getting Better?

Rider Perception (Past 12 Months)

Almost half of riders (47%) say SamTrans has improved, 41% say it has stayed about the same, and only 4% feel it has worsened.

Why Riders See Improvement

Top reasons include better reliability (15%) and cleaner buses and stops (10%).

Individual Ratings

Data: Strong performance for onboard experience; lower ratings for bus stop-conditions and service-related communications.

Recommendation: Prioritize improvements to bus stops and access to SamTrans information.

A consistent experience – before, during, and after the trip – builds trust, boosts perceived reliability, and encourages continued use.

Item #10.g.
11/5/2025

H i d	Using ticket onboard	4.43
	Helpfulness/courtesy of bus operators	4.25
	Comfort of the ride	4.19
	Total trip time	4.14
	Sense of safety on the bus	4.11
	Onboard announcements	4.09
M i d	Safety at the bus stop/transit center	3.99
	Printed bus route pocket timetables	3.99
	Availability of printed bus route info	3.99
	Cleanliness of bus interiors	3.96
	Helpfulness/courtesy of customer service center	3.95
	Posted info on info boards	3.87
	On-time arrival (w/in 5 min)	3.85
	Helpfulness of SamTrans website	3.85
L o w	Cleanliness of bus stops	3.81
	Communication of service changes	3.77
	Real time bus arrival information	3.73
	Condition of benches	3.73
	Cleanliness of bus shelters	3.66

High Performing Areas



Experience Using Ticket Onboard

Convenient fare payment ranked highest among all service attributes.

- *Data Point:* Experience using your ticket onboard (4.43)
- *Why it Matters:* Simple, stress-free fare payment removes a key barrier to riding.



Interactions with Bus Operators

Customers feel highly comfortable interacting with bus operators.

- *Data Point:* Helpfulness/courtesy of bus operators (4.25).
- *Why it Matters:* Human interaction shapes overall perception of SamTrans, serving as the face of the organization.

High Performing Areas



Comfort of Ride

Riders are highly satisfied with comfort levels on the bus – which may include seating, temperature, noise, and how smooth or bumpy the ride feels.

- *Data Point:* Comfort of ride (4.19).
- *Why it Matters:* A smooth, pleasant ride strongly impacts overall satisfaction.



Total Trip Time

Customers are confident that SamTrans will get them where they need to go efficiently and on schedule.

- *Data Point:* Total trip time (4.14).
- *Why it Matters:* Timely service signals reliability and efficiency – key drivers of continued use.

High Performing Areas



Safety on the Bus

Riders generally feel safe while onboard – influenced by how the operator drives, lighting, and interactions with fellow riders.

- *Data Point:* Sense of safety on the bus (4.11).
- *Why it Matters:* A safe and welcoming inviting environment helps riders relax and contributes to a positive transit experience.



Onboard Announcements

Customers feel informed onboard the bus through audio and visual announcements.

- *Data Point:* Adequacy and clarity of onboard announcements (4.09).
- *Why it Matters:* Keeping riders informed builds trust and confidence in navigating the system.

Areas of Concern



Cleanliness of Bus Shelters

Cleanliness of bus shelters received the lowest score across all aspects of service.

- *Data Point:* Cleanliness of bus shelters (3.66).
- *Why it Matters:* Dirty shelters degrade the waiting experience and reflect poorly on SamTrans.



Condition of Benches

Need for improved condition of benches at bus stops.

- *Data Point:* Condition of benches (3.73).
- *Why it Matters:* Well-maintained benches improve comfort – particularly important for seniors and riders with limited mobility.

Areas of Concern



Real time bus arrival information

Customers indicated the need for more timely information about bus location and arrival status.

- *Data Point:* Real time bus arrival information (3.73).
- *Why it Matters:* Real time bus information reduces perceived wait times, improving customer satisfaction and confidence in the system.



Communication of service change

Not all customers feel informed when there are changes to the schedule.

- *Data Point:* Communication of service changes (schedule, fare changes, etc.) (3.77).
- *Why it Matters:* Unexpected schedule changes disrupt travel plans and can make customers late.

Sample Verbatims: Compliments

"I LOVE MY BUS DRIVERS. GREAT CUSTOMER SERVICE."

"IT IS A COMFORTABLE RIDE SUMMER OR WINTER. THANKS SO MUCH."

"KEEP UP THE GOOD SERVICE."

"I'M VERY HAPPY TO RIDE THE BUS BECAUSE ONTIME/THE SCHEDULE OF DEPARTING [BUSES]."

"SAMTRANS IS AFFORDABLE TO GET AROUND!"

"I'M REALLY GRATEFUL FOR THE BUS BECAUSE IT HAS GOT ME EVERYWHERE."

"I THINK IT'S GOOD, I WOULDN'T CHANGE ANYTHING."

Sample Verbatims: Schedules, Frequency, and On-Time Service

“BE MORE PUNCTUAL, CLEANER BENCHES, LIGHT AT BUS STOP.”

“MORE FREQUENT BUSES (EVERY 30 MINUTES INSTEAD OF 60 MINUTES);”

“SOME STOPS ARE VERY CLOSE BY THAT CAN BE REMOVED FROM THE LIST OF STOPS FOR ECR.”

“REAL-TIME TRACKING FOR ALL BUSES.”

“MORE NIGHT ROUTES, MORE BENCHES AT STOPS.”

“MAINTAIN CLEANLINESS, BENCHES AT EACH STOP.”

“PLEASE FIX 278 SO THE MORNING AND EVENING HIT JEFFERSON.”

Addressing Areas of Concern

Potential for future growth: 56% of riders would ride more often if improvements to SamTrans service were made.

Upcoming Bus Stops and Shelters Improvements

- Improve levels of cleanliness at bus shelters and transit centers.
- Phased improvements at 220 priority stops: new shelters, benches, system information and other amenities (currently underway).
 - Five prototype benches being tested at four locations.
- Bus Stop Amenities Refresh: Will update amenity design standards for a new look & feel of stop amenities. Planning phase currently underway.

Addressing Areas of Concern

Real Time Bus Arrival Info

- Staff currently preparing for implementation of Bus Stop Improvement Plan (BSIP) real-time arrival signage recommendations, including pilot QR code deployment at a selection of stops.
- Service Alerts SaaS road map development: Real-time alerts across web, social media, text/email and third-party apps (e.g., Google Maps).

On-Time Performance (OTP)

- FY24/25 average OTP was 82%; goal of 85%.
- Internal coordination to maximize efficiencies in schedule, data collection and operations.

Addressing Areas of Concern

Communication of Service Changes

- Future Customer Relationship Management software (CRM) in FY27: Potential to use as another channel for targeted customer notifications (e.g., direct email updates on service and fare changes, instant answers on-the-go, more ways to get help).

Website Improvements

- Removing accessibility barriers; improving mobile experience.
- Seeking a vendor to enhance live maps, streamline trip planning, and integrate regional wayfinding standards.

Upcoming Initiatives

Youth Riders (27% of riders)

- Safety reporting enhancements through bus ads.
- Engaging with parents during school transitions.
- Strengthening transit-focused messaging through Safe Routes to School.
- Targeted outreach to low-income families.

Upcoming Initiatives

Customer Service Call Center Survey

A new post-call phone survey designed to track performance and drive ongoing improvements.

Boost Engagement with R.I.D.E. Panel Surveys

Launch the new R.I.D.E. (Riders Influencing Decisions and Experiences) panel to provide continuous targeted feedback on customer experience.

Reimagine SamTrans Delivery Evaluation

Final implementation August 2024; project delivery evaluation begins September 2025, with results presented to the Board of Directors in early 2026.



Item #10.g.
11/5/2025
Thank You



Please email jestj@samtrans.com with any questions.



JEFF GEE, CHAIR
MARIE CHUANG, VICE CHAIR
DAVID J. CANEPA
BROOKS ESSER
MARINA FRASER
RICO E. MEDINA
JOSH POWELL
PETER RATTO
JACKIE SPEIER

APRIL CHAN
GENERAL MANAGER/CEO

AGENDA

San Mateo County Transit District

Finance Committee Meeting Committee of the Whole

November 5, 2025 – 2:45 pm

or immediately following the Community Relations Committee meeting

Bacciocco Auditorium, 2nd Floor
1250 San Carlos Avenue, San Carlos, CA 94070

Committee Members: Brooks Esser (Chair), David J. Canepa, Rico E. Medina

- | | | |
|-------|--|---------------|
| 11.a. | Call to Order | |
| 11.b. | Approval of Minutes of the Finance Committee Meeting of October 8, 2025 | Motion |
| 11.c. | Adopting a New Salary Ordinance and Tables of Position Classifications Including Staff Recommendations from Classification and Compensation Study | Motion |
| 11.d. | Approving a Community Workforce Agreement with the San Mateo County Building and Construction Trades Council for Construction Work Performed Under Job Order Contracts and on Construction Projects Costing Over \$2 Million | Motion |
| 11.e. | Receive Quarterly Financial Report Fiscal Year 2025 Quarter 4 Results and Financial Outlook | Informational |
| 11.f. | Adjourn | |

Note:

- This Committee meeting may be attended by Board Members who do not serve on this Committee. In the event that a quorum of the entire Board is present, this Committee shall act as a Committee of the Whole. In either case, any item acted upon by the Committee or the Committee of the Whole will require consideration and action by the full Board of Directors as a prerequisite to its legal enactment.
- All items appearing on the agenda are subject to action by the Committee. Staff recommendations are subject to change by the Committee.

**San Mateo County Transit District
1250 San Carlos Avenue, San Carlos, California**

**Finance Committee Meeting / Committee of the Whole
DRAFT Minutes of October 8, 2025**

Members Present (In Person): D. Canepa, R. Medina, B. Esser (Chair)

Members Absent: None

Other Board Members Present Constituting Committee of the Whole: M. Chuang, M. Fraser, J. Gee, J. Powell, P. Ratto

Other Board Members Present Constituting Committee of the Whole (Via Teleconference): J. Speier

Other Board Members Absent: None

Staff Present: J. Cassman, A. Chan, S. Kirkpatrick, N. Kramer, L. Lumina-Hsu, J. Nogales-DeGuzman, K. Shanks, M. Tseng, S. van Hoften, K. Yin

10.a. Call to Order

Committee Chair Esser called the meeting to order at 2:33 pm.

10.b. Approval of Minutes of the Finance Committee Meeting of September 3, 2025

Motion/Second: Medina/Powell

Ayes: Canepa, Esser, Fraser, Medina, Powell, Ratto, Speier, Chuang, Gee

Noes: None

Absent: None

10.c. Awarding a Contract to MV Transportation, Inc. for Redi-Wheels Paratransit Service for a Total Not-To-Exceed Amount of \$73,073,885 for a Five-Year Base Term, with up to Four One-Year Option Terms for an Additional Not-To-Exceed Amount of \$71,804,748

Kevin Yin, Director, Contracts and Procurement, and Kelley Shanks, Manager, Bus Contracts, provided the presentation, which included Redi-Wheels and Redi-Coast service, ADA requirements, and solicitation process and budget impact.

The Committee Members had a robust discussion and staff provided further clarification in response to the Committee comments and questions, which included the following:

- AI implementation and technology improvements for better rider experience
- Procurement process and system
- California and out of state businesses

Director Speier requested a future discussion on purchasing within California and reviewing the procurement process to give points to California companies.

Motion/Second: Ratto/Fraser

Ayes: Canepa, Esser, Fraser, Medina, Powell, Ratto, Speier, Chuang, Gee

Noes: None

Absent: None

10.d. Awarding a Contract to Alineds, LLC to Provide Closed Circuit Television Project Management Services for a Four-Year Base Term for a Not-To-Exceed Amount of \$1,461,913, with a One-Year Option Term for an Additional Not-To-Exceed Amount of \$365,478, and Authorizing Cost-Sharing with the Peninsula Corridor Joint Powers Board

Mr. Yin and Scott Kirkpatrick, Deputy Director, Safety and Security, provided the presentation, which included project scope, solicitation process, and budgetary impacts.

The Committee Members had a robust discussion and staff provided further clarification in response to the Committee comments and questions, which included the following

- Camera installation locations
- Agency allocations
- Selection and scoring process
- Technology lifespan
- Law enforcement involvement

Motion/Second: Ratto/Powell

Ayes: Canepa, Esser, Fraser, Medina, Powell, Ratto, Speier, Chuang, Gee

Noes: None

Absent: None

10.e. Classification and Compensation Study Results

Nathaniel Kramer, Chief People Officer, and Juliet Nogales-DeGuzman, Director, Human Resources, provided the presentation, which included the following:

- Comparison of position classifications with similar local and regional transit agencies
- Of 117 classifications, 46 had top-of-scale salaries below the market median, while 58 were above, based on comparisons with peer agencies
- Discussion of staff recommendation to incorporate key consultant study concepts while allowing the District to attract, recruit, and retain staff, aligning with the District 10-Year Strategic Plan
- Discussion of pay band adjustments and consideration of performance award opportunities

The Committee Members had a robust discussion and staff provided further clarification in response to the Committee comments and questions, which included the following:

- Skill sets amongst job descriptions
- Classification process and guidelines
- Salary survey and adjustments
- Recruitment and retention efforts

The Committee requested information on those positions that have top of range above market median, positions that may be difficult to recruit, and staff retention rates before and after the pandemic.

10.f. Adjourn – The meeting adjourned at 3:23 pm.

**SAN MATEO COUNTY TRANSIT DISTRICT
STAFF REPORT**

To: Finance Committee

Through: April Chan, General Manager/CEO

From: Nathaniel D. Kramer, Chief People Officer
Kate Jordan Steiner, Chief Financial Officer

Subject: **Adopting a New Salary Ordinance and Tables of Position Classifications
Including Staff Recommendations from Classification and Compensation Study**

Action

Staff proposes the Finance Committee recommend the Board of Directors (Board) accept the Classification and Compensation staff recommendation and adopt San Mateo County Transit District (District) Salary Ordinance 111 and the attached Salary Pay Structure and Tables of Position Classifications, maintaining the existing classification band method with revisions including, but not limited to:

- Implementing a new Salary Pay Structure with Pay Grades A-X
- Reducing band widths from 50 percent to 40 percent, and increasing the minimums and midpoints of the bands
- Raising the tops of pay scales to be more competitive
- Authorizing elevation of staff in good standing to 30 percent of their respective bands at three years in their positions and 70 percent of their respective bands at eight years in their positions
- Creation of career pathways for entry-level positions
- Moving Senior Project Manager and Program Manager positions to higher bands to increase recruitment potential
- Creating a Director II Level

Significance

In November 2022, the Board approved a contract with Gallagher, a nationally recognized human resources consulting firm, to perform a Classification, Compensation, and Benefits study for the District's Administrative employees. The purpose of the study was to provide recommendations to align the District's classification structure and pay practices with the 10-year strategic plan goal of making the District an employer of choice in the San Francisco Bay Area.

Staff presented an informational item on the results of the Classification and Compensation Study and staff recommendations at the District Board meeting on October 8, 2025 and the Peninsula Corridor Joint Powers Board (JPB) Board of Directors meeting on October 9, 2025.

The Caltrain Board Chair sent a letter to the District's Board Chair expressing Caltrain's support for the SamTrans staff recommendations but requested flexibility to address "unique recruitment challenges." All employers in the Bay Area, including the District, experience challenges in hiring new employees and these challenges change over time as the agencies' needs for particular skills and the availability of those skills in the market evolve. To address these challenges and concerns for some key positions that are considered hard to recruit in the current market, the staff recommendation included upward adjustments to salary bands for all agencies including Senior Project Managers (Capital Delivery), Program Managers who supervise Senior Project Managers in Capital, Directors who work in Capital and have management of infrastructure staff, and Director, Engineering.

The proposed new pay structure would reduce the total number of classifications from 213 to 148 and expand the existing structure from 16 to 24 pay bands. The goal of the proposed new pay structure is to improve competitiveness in recruiting, hiring and retaining employees for the District, JPB, San Mateo County Transportation Authority (TA) and San Mateo County Express Lanes Joint Powers Authority (SMCEL-JPA), and to become an "employer of choice."

Budget Impact

Staff will return later in the fiscal year to request a budget amendment to fund implementation of these changes. The JPB, TA, and SMCEL-JPA are each required to reimburse the District for all expenses associated with the positions necessary to carry out their respective missions.

Background

Gallagher (formerly Koff & Associates) conducted a study of the District's administrative job classification structure, compensation practices, and benefits package. Based on the outcomes of the study, Gallagher developed a series of recommendations to align the District's administrative job classification and compensation structure with the goal of being an "employer of choice" in the Bay Area.

Gallagher's study was divided into two parts. The study began with reviewing more than 333 administrative positions serving the District, the JPB, and/or the TA. Gallagher reviewed over 288 position description questionnaire responses, conducted 222 employee and supervisor interviews, and analyzed the related job descriptions. Gallagher's study compared similar work and responsibilities across divisions and evaluated them against the firm's "classification concept" model. Upon completion of this portion of the study, Gallagher recommended a classification plan that consolidates the District's administrative job classifications from 213 to 148.

The second part of the study was a total compensation study. The compensation study was a market-focused, peer evaluation that compared District compensation with that of 13 agencies and cities, and private sector published data. Based on its findings, Gallagher proposed a new pay structure to achieve overall market competitiveness.

Staff, working with an ad hoc committee of the Board, created a set of staff recommendations based on Gallagher's draft study. These recommendations were socialized and refined through an inclusive process that included senior team members' active participation from Caltrain and the TA throughout the study and final recommendation process.

Prior to the Gallagher study, the District's most recent comprehensive job evaluation and compensation analysis was completed in March 2018 by Segal Company, Inc. In the past seven years, the District, JPB, TA and SMCEL-JPA have been reorganized, several new positions have been added, and job responsibilities have changed. The San Francisco Bay Area's economy and employment picture also have undergone a dramatic transformation, making the 2018 market comparison data outdated. These conditions required the District to undergo a new study to determine its competitiveness relative to comparable employers.

Prepared By:	Juliet Nogales-DeGuzman, Director, Human Resources	650-622-2390
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Ordinance No. 111

**Board of Directors, San Mateo County Transit District
State of California**

Adopting a New Salary Ordinance and Tables of Position Classifications

Whereas, the San Mateo County Transit District (District) Board of Directors adopted the District's most recent salary ordinance, Ordinance No. 110, on December 4, 2024; and

Whereas, the General Manager/CEO, pursuant to authority previously conferred by the Board, has implemented position reclassifications, changed titles and positions in the District's Tables of Position Classifications adopted as attachments to Ordinance No. 110, which adjustments are deemed necessary to organize and manage effectively the transit needs of the public within the parameters of the District's Operating and Capital Budgets and for the District to remain competitive as an employer in the Bay Area; and

Whereas, in 2022, the District engaged Gallagher, a nationally recognized human resources consulting firm, to perform a Classification, Compensation, and Benefits Study for the District's Administrative employees; and

Whereas, based on Gallagher's draft study, staff developed recommendations for adoption of a revised Salary Ordinance, with a new Salary Pay Structure and revised Tables of Position Classifications; and

Whereas, to prepare for future staffing needs of the District and the agencies managed by the District, the General Manager/CEO recommends that the Board adopt this new Salary Ordinance, with the Salary Pay Structure reflected in the attached recommended Exhibit "A,"

and the revised Tables of Position Classifications attached as Exhibit “B” District Positions, Exhibit “C” Caltrain Positions, Exhibit “D” Bargaining Unit Positions, and Exhibit “E” General Manager/CEO and Executive Director, Caltrain; and

Whereas, the General Manager/CEO further recommends the practice of elevating staff members in good standing to 30 percent of their respective bands at three years in their positions and 70 percent of their respective bands at eight years in their positions; and

Whereas, the Peninsula Corridor Joint Powers Board, the San Mateo County Transportation Authority and the San Mateo County Express Lanes Joint Powers Authority are obligated to reimburse the District for all expenses associated with positions required to carry out their respective missions.

Now, Therefore, Be It Ordained that the Board of Directors of the San Mateo County Transit District adopts this updated Salary Ordinance with the revised Salary Pay Structure and Tables of Position Classifications, attached hereto and incorporated herein as Exhibits "A" through "E."

Regularly passed and adopted this 5th of November, 2025 by the following vote:

Ayes:

Noes:

Absent:

Chair, San Mateo County Transit District

Attest:

District Secretary

EXHIBIT "A"

SALARY PAY STRUCTURE

Grade	Pay Range Minimum	Pay Range 30%	Pay Range Midpoint	Pay Range 70%	Pay Range Maximum
A	\$46,603	\$52,195	\$55,923	\$59,652	\$65,244
B	\$48,933	\$54,805	\$58,720	\$62,634	\$68,506
C	\$51,380	\$57,545	\$61,656	\$65,766	\$71,931
D	\$53,949	\$60,422	\$64,738	\$69,054	\$75,528
E	\$56,646	\$63,444	\$67,975	\$72,507	\$79,304
F	\$59,478	\$66,616	\$71,374	\$76,132	\$83,270
G	\$62,452	\$69,946	\$74,943	\$79,939	\$87,433
H	\$65,575	\$73,444	\$78,690	\$83,936	\$91,805
I	\$72,296	\$80,972	\$86,756	\$92,539	\$101,215
J	\$79,707	\$89,271	\$95,648	\$102,024	\$111,589
K	\$87,877	\$98,422	\$105,452	\$112,482	\$123,027
L	\$96,884	\$108,510	\$116,261	\$124,011	\$135,637
M	\$106,815	\$119,632	\$128,178	\$136,723	\$149,540
N	\$117,763	\$131,895	\$141,316	\$150,737	\$164,868
O	\$129,834	\$145,414	\$155,800	\$166,187	\$181,767
P	\$143,142	\$160,319	\$171,770	\$183,221	\$200,398
Q	\$157,814	\$176,751	\$189,376	\$202,001	\$220,939
R	\$165,704	\$185,589	\$198,845	\$212,102	\$231,986
S	\$173,990	\$194,868	\$208,787	\$222,707	\$243,585
T	\$191,823	\$214,842	\$230,188	\$245,534	\$268,553
U	\$211,485	\$236,864	\$253,782	\$270,701	\$296,080
V	\$222,060	\$248,707	\$266,472	\$284,236	\$310,884
W	\$244,821	\$274,199	\$293,785	\$313,371	\$342,749
X	\$269,915	\$302,305	\$323,898	\$345,491	\$377,881

Table of District Position Classifications (Ord. 111 effective 11/05/2025)

Exhibit "B"

Job Title	Pay Grade	Salary Range		
		Minimum	Midpoint	Maximum
Accessibility Coordinator	M	106,815	128,178	149,540
Accessibility Specialist	J	79,707	95,648	111,589
Accountant I*	J	79,707	95,648	111,589
Accountant II*	L	96,884	116,261	135,637
Accountant III	N	117,763	141,316	164,868
Accounting Specialist	I	72,296	86,756	101,215
ADA Administrator	N	117,763	141,316	164,868
ADA Coordinator	M	106,815	128,178	149,540
Administrative Analyst I*	K	87,877	105,452	123,027
Administrative Analyst II*	L	96,884	116,261	135,637
Administrative Analyst III	N	117,763	141,316	164,868
Administrative Support Specialist	I	72,296	86,756	101,215
Application Systems Analyst III	O	129,834	155,800	181,767
Assistant District Secretary	K	87,877	105,452	123,027
Assistant Manager, Bus Maintenance	O	129,834	155,800	181,767
Assistant Manager, Bus Transportation	O	129,834	155,800	181,767
Assistant Manager, Facilities Maintenance	N	117,763	141,316	164,868
Assistant Manager, Transit Operations Training	N	117,763	141,316	164,868
Assistant Transportation Planner*	K	87,877	105,452	123,027
Associate Transportation Planner*	L	96,884	116,261	135,637
Billing Manager	P	143,142	171,770	200,398
Budget Analyst I*	J	79,707	95,648	111,589
Budget Analyst II*	L	96,884	116,261	135,637
Budget Analyst III	N	117,763	141,316	164,868
Business Intelligence Administrator	N	117,763	141,316	164,868
Business Intelligence Analyst III	O	129,834	155,800	181,767
Business Systems Analyst III	O	129,834	155,800	181,767
Cash Specialist	I	72,296	86,756	101,215
Chief Communications Officer	W	244,820	293,785	342,749
Chief Financial Officer	W	244,820	293,785	342,749
Chief Information and Technology Officer	W	244,820	293,785	342,749
Chief Officer, Transportation Authority	W	244,820	293,785	342,749
Chief Operating Officer, Bus	W	244,820	293,785	342,749
Chief People Officer	W	244,820	293,785	342,749
Chief Planning Officer	W	244,820	293,785	342,749
Civil Rights Analyst I*	K	87,877	105,452	123,027
Civil Rights Analyst II*	L	96,884	116,261	135,637
Claims Administrative Assistant	J	79,707	95,648	111,589
Classification and Compensation Administrator	N	117,763	141,316	164,868
Contract Administrator	N	117,763	141,316	164,868
Contract Compliance Administrator	N	117,763	141,316	164,868
Customer Experience Coordinator	L	96,884	116,261	135,637
Customer Experience Specialist	I	72,296	86,756	101,215
Customer Experience Supervisor	N	117,763	141,316	164,868
Customer Relations Specialist	I	72,296	86,756	101,215
Cybersecurity Analyst	N	117,763	141,316	164,868
Cybersecurity Architect	P	143,142	171,770	200,398
Data Analyst III	M	106,815	128,178	149,540
Data Support Specialist	I	72,296	86,756	101,215
Database Analytics Engineer	O	129,834	155,800	181,767
Database Architect	P	143,142	171,770	200,398

Table of District Position Classifications (Ord. 111 effective 11/05/2025)

Exhibit "B"

Job Title	Pay Grade	Salary Range		
		Minimum	Midpoint	Maximum
Database/Middleware Administrator	O	129,834	155,800	181,767
DBE Admininstrator	N	117,763	141,316	164,868
Deputy Chief Financial Officer	V	222,060	266,472	310,884
Deputy Chief, Communications	V	222,060	266,472	310,884
Deputy Director, Bus Maintenance	S	173,990	208,787	243,585
Deputy Director, Bus Transportation	S	173,990	208,787	243,585
Deputy Director, Employee and Labor Relations	S	173,990	208,787	243,585
Deputy Director, Facilities	S	173,990	208,787	243,585
Deputy Director, Intelligent Transportation Systems (ITS)	S	173,990	208,787	243,585
Deputy Director, Office of Civil Rights	S	173,990	208,787	243,585
Deputy Director, Real Estate Management and Development	S	173,990	208,787	243,585
Deputy Director, Safety and Security	S	173,990	208,787	243,585
Deputy District Secretary	P	143,142	171,770	200,398
Deputy General Manager/CEO	X	269,915	323,898	377,881
Designer	K	87,877	105,452	123,027
Digital Communications Specialist	J	79,707	95,648	111,589
Director, Accounting	U	211,485	253,782	296,080
Director, Budgets and Financial Analysis	T	191,823	230,188	268,553
Director, Bus Infrastructure and Capital Projects	U	211,485	253,782	296,080
Director, Bus Maintenance	U	211,485	253,782	296,080
Director, Bus Transportation	U	211,485	253,782	296,080
Director, Communications	T	191,823	230,188	268,553
Director, Contracts and Procurement	U	211,485	253,782	296,080
Director, Customer Experience	U	211,485	253,782	296,080
Director, Facilities Maintenance	U	211,485	253,782	296,080
Director, Financial Planning and Analysis	T	191,823	230,188	268,553
Director, Government & Community Affairs	T	191,823	230,188	268,553
Director, Grants and Fund Management	T	191,823	230,188	268,553
Director, Human Resources	U	211,485	253,782	296,080
Director, Information Technology	U	211,485	253,782	296,080
Director, Planning	T	191,823	230,188	268,553
Director, Planning and Fund Management	T	191,823	230,188	268,553
Director, Project Delivery	U	211,485	253,782	296,080
Director, Real Estate and Development	T	191,823	230,188	268,553
Director, Safety and Security	U	211,485	253,782	296,080
Director, Treasury	T	191,823	230,188	268,553
Distribution Clerk	H	65,575	78,690	91,805
Distribution Coordinator	K	87,877	105,452	123,027
EEO Program Administrator	N	117,763	141,316	164,868
Electrician, High Voltage Qualified	O	129,834	155,800	181,767
Employee Relations Administrator	N	117,763	141,316	164,868
Employee Relations Analyst I	K	87,877	105,452	123,027
Employee Relations Analyst II	L	96,884	116,261	135,637
Engineer I	M	106,815	128,178	149,540
Engineer II	N	117,763	141,316	164,868
Engineer III (Energy Management Systems)	O	129,834	155,800	181,767
Environmental Compliance Coordinator	L	96,884	116,261	135,637
Executive Assistant II	J	79,707	95,648	111,589
Executive Assistant III	K	87,877	105,452	123,027
Executive Officer, District Secretary, Executive Administration	Q	157,814	189,376	220,939
Facilities Contract Administrator	N	117,763	141,316	164,868

Table of District Position Classifications (Ord. 111 effective 11/05/2025)

Exhibit "B"

Job Title	Pay Grade	Salary Range		
		Minimum	Midpoint	Maximum
Facilities Project Engineer	O	129,834	155,800	181,767
Fare Program Operations Specialist	I	72,296	86,756	101,215
Financial Analyst II	L	96,884	116,261	135,637
Financial Reporting Accountant	M	106,815	128,178	149,540
Financial Specialist (Part-time)	I	72,296	86,756	101,215
GIS Administrator	N	117,763	141,316	164,868
GIS Architect	P	143,142	171,770	200,398
Government and Community Affairs Officer	N	117,763	141,316	164,868
Graphic Specialist	I	72,296	86,756	101,215
Human Resources Analyst I*	K	87,877	105,452	123,027
Human Resources Analyst II*	L	96,884	116,261	135,637
Human Resources Business Partner (Rail)	O	129,834	155,800	181,767
Human Resources Project Manager	O	129,834	155,800	181,767
Human Resources Specialist I*	I	72,296	86,756	101,215
Human Resources Specialist II*	J	79,707	95,648	111,589
Information Technology (IT) Analyst II	L	96,884	116,261	135,637
Information Technology (IT) Enterprise Architect	P	143,142	171,770	200,398
Information Technology (IT) Operations Supervisor	N	117,763	141,316	164,868
Information Technology (IT) Security Architect II	P	143,142	171,770	200,398
Information Technology (IT) System Administrator I	J	79,707	95,648	111,589
Information Technology (IT) Technical Lead/Manager	O	129,834	155,800	181,767
Insurance and Claims Administrator	N	117,763	141,316	164,868
Intelligent Transportation Systems (ITS) Administrator	M	106,815	128,178	149,540
Intelligent Transportation Systems (ITS) Analyst	M	106,815	128,178	149,540
Intelligent Transportation Systems (ITS) Senior Technician	L	96,884	116,261	135,637
Intelligent Transportation Systems (ITS) Technician	K	87,877	105,452	123,027
Internal Communications and Employee Engagement Administrator	M	106,815	128,178	149,540
Inventory Specialist	J	79,707	95,648	111,589
Maintenance Contract Administrator	N	117,763	141,316	164,868
Manager, Accessible Transit Services	P	143,142	171,770	200,398
Manager, Accounting	Q	157,814	189,376	220,939
Manager, Budgets	P	143,142	171,770	200,398
Manager, Bus Contracts	O	129,834	155,800	181,767
Manager, Bus Maintenance	P	143,142	171,770	200,398
Manager, Bus Transportation	P	143,142	171,770	200,398
Manager, Civil Rights Programs	P	143,142	171,770	200,398
Manager, Communications	O	129,834	155,800	181,767
Manager, Construction, Bus Infrastructure	Q	157,814	189,376	220,939
Manager, Creative Services	P	143,142	171,770	200,398
Manager, Customer Service	O	129,834	155,800	181,767
Manager, Digital Communications	O	129,834	155,800	181,767
Manager, Environmental Compliance	P	143,142	171,770	200,398
Manager, Facilities Maintenance	O	129,834	155,800	181,767
Manager, Fare Program Operations	P	143,142	171,770	200,398
Manager, Financial Planning and Analysis	P	143,142	171,770	200,398
Manager, Financial Reporting	Q	157,814	189,376	220,939
Manager, Government and Community Affairs	P	143,142	171,770	200,398
Manager, Grants and Fund Programming	P	143,142	171,770	200,398
Manager, Human Resources	Q	157,814	189,376	220,939
Manager, Information Technology (IT) and Telecommunications	P	143,142	171,770	200,398
Manager, Information Technology (IT) Data and Analytics	Q	157,814	189,376	220,939

Table of District Position Classifications (Ord. 111 effective 11/05/2025)

Exhibit "B"

Job Title	Pay Grade	Salary Range		
		Minimum	Midpoint	Maximum
Manager, Information Technology (IT) Infrastructure Cybersecurity	Q	157,814	189,376	220,939
Manager, Major Corridors Program	P	143,142	171,770	200,398
Manager, Market Research and Development	P	143,142	171,770	200,398
Manager, Materials and Inventory Control	O	129,834	155,800	181,767
Manager, Operations Planning, Bus	P	143,142	171,770	200,398
Manager, Payroll	P	143,142	171,770	200,398
Manager, Planning and Fund Management	Q	157,814	189,376	220,939
Manager, Procurement	P	143,142	171,770	200,398
Manager, Programming and Monitoring	P	143,142	171,770	200,398
Manager, Real Estate Management & Capital Support	P	143,142	171,770	200,398
Manager, Revenue Management	P	143,142	171,770	200,398
Manager, Sales and Marketing	P	143,142	171,770	200,398
Manager, Social Equity Programs	P	143,142	171,770	200,398
Manager, Strategic Planning	P	143,142	171,770	200,398
Manager, Transit Operations Training	O	129,834	155,800	181,767
Manager, Transit Oriented Development	P	143,142	171,770	200,398
Manager, Treasury Debt & Investments	Q	157,814	189,376	220,939
Market Research Analyst	N	117,763	141,316	164,868
Marketing Specialist	J	79,707	95,648	111,589
Multimedia Specialist	J	79,707	95,648	111,589
Network Administrator II	N	117,763	141,316	164,868
Network Administrator III	O	129,834	155,800	181,767
Operations Contract Administrator	N	117,763	141,316	164,868
Operations Contract Analyst	L	96,884	116,261	135,637
Principal Financial Analyst	O	129,834	155,800	181,767
Principal Grants Analyst	O	129,834	155,800	181,767
Principal Revenue Analyst	O	129,834	155,800	181,767
Principal Transportation Planner	O	129,834	155,800	181,767
Procurement Administrator I*	K	87,877	105,452	123,027
Procurement Administrator II*	M	106,815	128,178	149,540
Procurement Administrator III	O	129,834	155,800	181,767
Procurement Specialist	J	79,707	95,648	111,589
Program Coordinator, Senior & Mobility	M	106,815	128,178	149,540
Program Manager, Facilities	R	165,704	198,845	231,986
Program Manager, Infrastructure	R	165,704	198,845	231,986
Project Coordinator (Communications)	L	96,884	116,261	135,637
Project Manager	O	129,834	155,800	181,767
Public Affairs Specialist	J	79,707	95,648	111,589
Public Information Officer	N	117,763	141,316	164,868
Real Estate Administrator	O	129,834	155,800	181,767
Real Estate Technician	K	87,877	105,452	123,027
Recruitment Coordinator	J	79,707	95,648	111,589
Safety and Security Data Analyst	L	96,884	116,261	135,637
Safety Coordinator	L	96,884	116,261	135,637
Scheduling Specialist	I	72,296	86,756	101,215
Security Coordinator	L	96,884	116,261	135,637
Senior Application Developer	O	129,834	155,800	181,767
Senior Financial Analyst	N	117,763	141,316	164,868
Senior Grants Analyst	N	117,763	141,316	164,868
Senior Network Engineer	O	129,834	155,800	181,767
Senior Operations Financial Analyst	O	129,834	155,800	181,767

Table of District Position Classifications (Ord. 111 effective 11/05/2025)

Exhibit "B"

Job Title	Pay Grade	Salary Range		
		Minimum	Midpoint	Maximum
Senior Project Manager	Q	157,814	189,376	220,939
Senior Safety and Security Data Analyst	M	106,815	128,178	149,540
Senior Safety Coordinator	N	117,763	141,316	164,868
Senior Transportation Planner	M	106,815	128,178	149,540
Special Event Coordinator	K	87,877	105,452	123,027
Supervisor, Fare Programs Operations	N	117,763	141,316	164,868
Supervisor, Human Resources Shared Services	N	117,763	141,316	164,868
Supervisor, Payroll	N	117,763	141,316	164,868
Surveyor	N	117,763	141,316	164,868
Systems Administrator II	N	117,763	141,316	164,868
Systems Administrator III	O	129,834	155,800	181,767
Systems Software Analyst	O	129,834	155,800	181,767
Title VI Social Equity Administrator	N	117,763	141,316	164,868
Training and Development Administrator	N	117,763	141,316	164,868
Transit Asset Management Analyst	O	129,834	155,800	181,767
Transportation Authority Financial Program Manager	O	129,834	155,800	181,767
Warranty Analyst	J	79,707	95,648	111,589
Web Accessibility Specialist	J	79,707	95,648	111,589
Web Developer II	K	87,877	105,452	123,027
Web Developer III	M	106,815	128,178	149,540

Note:

*Positions in some class series are flexibly staffed; positions at the II level are normally filled by advancement from the I level; progression to the II level is dependent on (i) management affirmation that the incumbent is performing the full range of duties assigned to the classification; (ii) satisfactory work performance; (iii) the incumbent meeting the minimum qualifications for the classification including any licenses and certifications; and (iv) management approval for progression to the II level.

Table of Caltrain Position Classifications (Ord. 111 effective 11/05/2025)

Exhibit "C"

Job Title	Pay Grade	Salary Range		
		Minimum	Midpoint	Maximum
Administrative Analyst II	L	96,884	116,261	135,637
Administrative Analyst III	N	117,763	141,316	164,868
Administrative Support Specialist	I	72,296	86,756	101,215
Assistant Manager, Environmental Compliance	N	117,763	141,316	164,868
Assistant Manager, Rail Operations	N	117,763	141,316	164,868
Assistant Project Manager, Warranty Analysis	N	117,763	141,316	164,868
Assistant Transportation Planner*	K	87,877	105,452	123,027
Associate Transportation Planner*	L	96,884	116,261	135,637
Budget Analyst III	N	117,763	141,316	164,868
Business Operations Project Manager	O	129,834	155,800	181,767
CAD Technician	J	79,707	95,648	111,589
Chief of Staff	W	244,820	293,785	342,749
Chief Operating Officer, Rail	W	244,820	293,785	342,749
Chief Safety Officer	W	244,820	293,785	342,749
Chief, Diridon Station Redevelopment Program (Limited Term - 3 Years)	W	244,820	293,785	342,749
Chief, Rail Commercial & Business Development	W	244,820	293,785	342,749
Chief, Rail Planning	W	244,820	293,785	342,749
Contract Administrator	N	117,763	141,316	164,868
Deputy Director, Caltrain Policy Development	S	173,990	208,787	243,585
Deputy Director, Capital Program Delivery	S	173,990	208,787	243,585
Deputy Director, Capital Program Planning	S	173,990	208,787	243,585
Deputy Director, Construction Services	S	173,990	208,787	243,585
Deputy Director, Infrastructure Engineering	S	173,990	208,787	243,585
Deputy Director, Program Management & Environmental Compliance	S	173,990	208,787	243,585
Deputy Director, Project Controls	S	173,990	208,787	243,585
Deputy Director, Quality Assurance & Standards	S	173,990	208,787	243,585
Deputy Director, Rail Operations	S	173,990	208,787	243,585
Deputy Director, Rail Systems Engineering	S	173,990	208,787	243,585
Deputy Director, Traction Power Engineering	S	173,990	208,787	243,585
Deputy Executive Director, Project Delivery and Caltrain Modernization	X	269,915	323,898	377,881
Director, Budgets and Financial Analysis	T	191,823	230,188	268,553
Director, CalMod Infrastructure Delivery	T	191,823	230,188	268,553
Director, CalMod Traction Power and Blended Systems	T	191,823	230,188	268,553
Director, Capital Program Delivery	U	211,485	253,782	296,080
Director, Capital Program Management	T	191,823	230,188	268,553
Director, Engineering	U	211,485	253,782	296,080
Director, Government & Community Affairs	T	191,823	230,188	268,553
Director, Grants and Fund Management	T	191,823	230,188	268,553
Director, Major Planning Projects	T	191,823	230,188	268,553
Director, Overhead Contact Systems (OCS)	T	191,823	230,188	268,553
Director, Rail Contracts & Budget	T	191,823	230,188	268,553
Director, Rail Maintenance	T	191,823	230,188	268,553
Director, Rail Network and Operations Planning	T	191,823	230,188	268,553
Director, Rail Vehicle Maintenance	T	191,823	230,188	268,553
Director, Real Estate Development	T	191,823	230,188	268,553
Director, Strategy and Policy	T	191,823	230,188	268,553
Director, Systemwide Planning & Policy	T	191,823	230,188	268,553
Document Controls Analyst	L	96,884	116,261	135,637

Table of Caltrain Position Classifications (Ord. 111 effective 11/05/2025)

Exhibit "C"

Job Title	Pay Grade	Salary Range		
		Minimum	Midpoint	Maximum
Engineer II	N	117,763	141,316	164,868
Engineer III	O	129,834	155,800	181,767
Enterprise Asset Management (EAM) Analyst II	N	117,763	141,316	164,868
Estimator	O	129,834	155,800	181,767
Executive Assistant III	K	87,877	105,452	123,027
Manager, Asset Management	P	143,142	171,770	200,398
Manager, Business Partnerships	P	143,142	171,770	200,398
Manager, Caltrain Planning	P	143,142	171,770	200,398
Manager, Capital Projects and Environmental Planning	P	143,142	171,770	200,398
Manager, Cost Control	P	143,142	171,770	200,398
Manager, Energy	P	143,142	171,770	200,398
Manager, Engineering	Q	157,814	189,376	220,939
Manager, Engineering Standards	P	143,142	171,770	200,398
Manager, Engineering -Vehicles	P	143,142	171,770	200,398
Manager, Facility Engineering	P	143,142	171,770	200,398
Manager, Fleet Maintenance	P	143,142	171,770	200,398
Manager, Intelligent Infrastructure	P	143,142	171,770	200,398
Manager, Maintenance of Way	P	143,142	171,770	200,398
Manager, Maintenance Rail Equipment	P	143,142	171,770	200,398
Manager, OCS Traction Power Operations	P	143,142	171,770	200,398
Manager, Project Estimates	Q	157,814	189,376	220,939
Manager, Quality Control/Auditor	P	143,142	171,770	200,398
Manager, Rail Communications and Fiber Optics Maintenance	P	143,142	171,770	200,398
Manager, Rail Contracts and Budget	P	143,142	171,770	200,398
Manager, Rail Manuals & Training	P	143,142	171,770	200,398
Manager, Rail Network Engineering	P	143,142	171,770	200,398
Manager, Rail Operations	O	129,834	155,800	181,767
Manager, Rail Operations Planning	P	143,142	171,770	200,398
Manager, Records Management	O	129,834	155,800	181,767
Manager, Schedule Controls	P	143,142	171,770	200,398
Manager, Signal and Crossing	P	143,142	171,770	200,398
Manager, Standards and Procedures	P	143,142	171,770	200,398
Manager, Stations and Communications Maintenance	O	129,834	155,800	181,767
Manager, Systemwide Planning	P	143,142	171,770	200,398
Manager, Third Party Projects	P	143,142	171,770	200,398
Manager, TOD & Real Estate	P	143,142	171,770	200,398
Manager, Train Control Systems	P	143,142	171,770	200,398
Manager, Utilities	P	143,142	171,770	200,398
Office Engineer	N	117,763	141,316	164,868
OT Network Administrator II	N	117,763	141,316	164,868
Principal Transportation Planner	O	129,834	155,800	181,767
Program Coordinator, Rail Customer Experience	M	106,815	128,178	149,540
Program Manager	R	165,704	198,845	231,986
Project Controls Analyst II	L	96,884	116,261	135,637
Project Controls Analyst III	N	117,763	141,316	164,868
Project Director, Diridon	T	191,823	230,188	268,553
Project Manager	O	129,834	155,800	181,767
Quality Assurance Engineer	N	117,763	141,316	164,868
Quality Assurance/Quality Control Auditor	N	117,763	141,316	164,868

Table of Caltrain Position Classifications (Ord. 111 effective 11/05/2025)

Exhibit "C"

Job Title	Pay Grade	Salary Range		
		Minimum	Midpoint	Maximum
Rail Liaison	N	117,763	141,316	164,868
Rail Operations Analyst III	N	117,763	141,316	164,868
Rail Safety Officer	N	117,763	141,316	164,868
Scheduler	O	129,834	155,800	181,767
Senior Cost Engineer	O	129,834	155,800	181,767
Senior Energy Analyst	N	117,763	141,316	164,868
Senior Manager, Rail Sysems Engineer	Q	157,814	189,376	220,939
Senior Project Manager	Q	157,814	189,376	220,939
Senior Rail Safety Officer	O	129,834	155,800	181,767
Senior Transportation Planner	M	106,815	128,178	149,540
Transportation Asset Management (TAM) Analyst II	N	117,763	141,316	164,868
Utility Coordinator	N	117,763	141,316	164,868

Note:

*Positions in some class series are flexibly staffed; positions at the II level are normally filled by advancement from the I level; progression to the II level is dependent on (i) management affirmation that the incumbent is performing the full range of duties assigned to the classification; (ii) satisfactory work performance; (iii) the incumbent meeting the minimum qualifications for the classification including any licenses and certifications; and (iv) management approval for progression to the II level.

Table of Represented Position Classifications (Ord. 111 effective 11/05/2025)

Exhibit "D"

Job Title	Authorized Positions	Class	Salary Range
Bus Contracts Inspector	3	IBT2	a
Bus Operator (full-time/part-time)(b)	352	ATU1	a
Bus Operator Mentor Coordinator	1	TBD	a
Bus Operator Trainee	as needed	ATU1	\$27.00 hour
Bus Transportation Supervisor	16	IBT1	a
Customer Service Representative 1 (full-time)	11	ATU2	a
Customer Service Representative 1 (part-time)	1	ATU2	a
Customer Service Representative 2	2	ATU2	a
Dispatcher	8	IBT1	a
Facilities Technician	6	IBT5	a
Maintenance Instructor	3	IBT4	a
Maintenance Supervisor	7	IBT4	a
Mechanic "A"	35	ATU1	a
Mechanic "B"	19	ATU1	a
Mechanic "C"	10	ATU1	a
Radio Controller	3	IBT1	a
Receptionist	1	ATU2	a
Storeskeeper	7	ATU1	a
Transit Instructor	10	IBT3	a
Utility Maintenance Supervisor	2	IBT4	a
Utility Worker	31	ATU1	a

Notes:

(a) Wages established in accordance with the Collective Bargaining Agreements with the Amalgamated Transit Union, Local 1574 (ATU1 - Bus Operators and Maintenance Employee Unit and ATU2 - Customer Service Unit) and the International Brotherhood of Teamsters, Local 856 (IBT1 - Bus Transportation Supervisory Unit, IBT2 - Bus Contracts Inspector Unit, IBT3 - Transit Instructor Unit, IBT4 - Utility and Maintenance Supervisor and Maintenance Instructor Unit, and IBT5 - Facilities Technician Unit).

(b) Part-time operators shall not exceed 17 percent of the total number of operators, in accordance with the current Amalgamated Transit Union (ATU1) Collective Bargaining Agreement.

Table of General Manager and Executive Director Position Classifications (Ord. 111 effective 11/05/2025)

Exhibit "E"

Job Title	Class	Salary Range
General Manager/CEO	GM	389,926
Executive Director, Caltrain	ED	392,841

DRAFT



Classification & Compensation Recommendations

Item #11.c
11/5/2025



Board Approval | Nate Kramer, CPO | November 5, 2025

Recap from October 8th Board Presentation

1. HR Consultant (Gallagher) completed a DRAFT classification and compensation study in 2024
2. Shared staff refinements to the consultant recommendation, with advice from Board Ad Hoc Committee
3. Shared both classification and market compensation findings with the Board at the meeting, as guided by 12 comparator agencies (plus private sector data)
4. Presented the staff recommendation, which includes:
 - Updated salary bands
 - Career pathways (ladders) for junior level career development

Basis for staff recommendation: Employer of Choice

1. How do we find the right staff?

- Difference in hiring staff and finding the best talent available
- What do potential employees' value in the marketplace

2. How do we retain the correct talent?

- Ensure that internal talent is on the same playing field as incoming talent
- Support staff who are mastering their craft
- Support growth at the entry levels – Specialist and Analysts

3. X factor challenges

- Location, location, location
- Recruiting challenges are situational and seasonal

4. How do we support both investments within a reasonable cost?

- Less than a 1% increase to labor costs for SamTrans
 - Move from hiring who we can to being more attractive in the marketplace of talent

Opportunities & Improvements Going Forward

1. **Classification Concept Model**
 - Ensure that each grade level has the correct and consistent level of responsibilities
2. **Review classifications where the Top of Scale was significantly over the median**
 - Review the classification's current level of responsibility against the classification concept model
 - Determine whether and when salary grade adjustments should be made
3. **Ensure we are doing salary band reviews on a regular schedule**
4. **Continue to work towards a robust performance management model**

Caltrain Board Feedback

- At Caltrain's request, staff presented an informational item at the Oct. 9 Caltrain Board meeting
- Caltrain Board supports SamTrans recommendation, but requested flexibility to address "unique recruitment challenges" (Letter from Caltrain Chair to SamTrans Chair)

Staff Response:

- Staff's recommendation was crafted through an inclusive process that included Caltrain senior team members' active participation throughout the study and final recommendation process
- All employers are challenged with hiring staff and challenges change over time, which includes SamTrans
- Under the Governance MOU – SamTrans' GM and Board have the sole authority and right to determine the salary ordinance
- General acknowledgement that no one was going to get everything, but that all parties got something that was a step in the right direction and in good faith and consistent with the MOU

Examples of Adjustments

To ensure internal alignment and pay equity, classification bands do not allow for flexibility in salary range or the level of salary bands. To address concerns for some key positions that are considered hard to recruit, the staff recommendation included upward adjustments for all agencies:

Sr. Project Managers (Capital Delivery) from Grade 20 to Grade 21:

- Minimum approx. 23%
- Mid-Point approx. 18.5%
- Top of Scale approx. 15.2%

Other positions/classifications with adjustments to the salary bands to increase recruitment potential:

- Program Managers who supervise Sr. Project Managers in Capital
- Directors who work in Capital and have a management infrastructure of staff
- Director of Engineering

Recommendation

1. **Adopt the proposed 2025 salary ordinance, which includes:**
 - Classification band structure
 - Salary adjustments within bands for employees in good standing to 30% at 3 years and 70% at 8 years
2. **Direct that staff continue to explore fiscally responsible opportunities improve to the District's benefits package**



Item #11.c.
11/5/2025
Thank You



Please email kramern@samTrans.com with any questions.

**San Mateo County Transit District
Staff Report**

To: Finance Committee

Through: April Chan, General Manager/CEO

From: Kate Jordan Steiner, Chief Financial Officer
Joan Cassman, Legal Counsel

Subject: **Approving a Community Workforce Agreement with the San Mateo County Building and Construction Trades Council for Construction Work Performed Under Job Order Contracts and on Construction Projects Costing Over \$2 Million**

Action

Staff proposes that the Finance Committee recommend that the Board of Directors (Board) of the San Mateo County Transit District (District):

1. Approve the Community Workforce Agreement (CWA), also referred to as a “Project Labor Agreement or “PLA,” with the San Mateo County Building and Construction Trades Council (Trades Council) (Attachment A).
2. Authorize the General Manager/CEO or designee to execute the CWA with the Trades Council.
3. Authorize the General Manager/CEO or designee to take any action necessary to give effect to this Resolution.

Significance

The District secured legislative authority this year to use on-call contracts for public works, referred to as “job order contracts” or “JOCs,” through December 31, 2031. Senate Bill (SB) 272 (Becker), which will become law effective January 1, 2026, will enable the District to use JOCs of up to \$5 million, with no single job costing more than \$1 million. SB 272 requires the job order contracts to be subject to a Community Workforce Agreement (CWA). Execution of the proposed CWA will enable the District to prepare and solicit for JOC contracts once the bill takes effect at the start of the new year. The CWA also applies to District construction projects with a total cost of over \$2 million. The District will be able to use JOCs for both maintenance and construction, though the substantive terms of the CWA will apply only to construction contracts. Staff will issue solicitation(s) to obtain JOC contracts.

The CWA is designed to promote efficiency in construction operations through the use of skilled labor resulting in an expected higher level of reliability and performance and quality construction outcomes; to ensure that work is not interrupted by labor disputes, and to provide for the peaceful settlement of labor disputes and grievances without strikes or lockouts, thereby promoting the public interest in assuring the timely and economical completion of covered construction projects. This CWA would be in effect for two-years, with a roll-over provision to allow the agreement to remain in effect for two additional years.

Budget Impact

The approval and execution of this CWA will not have any budget impact.

Background

A Community Workforce Agreement is a type of Project Labor Agreement that includes specific provisions to ensure that local residents, particularly from underrepresented or disadvantaged communities, benefit from employment and training opportunities on large public construction or infrastructure projects.

Key Features of a Community Workforce Agreement:

1. Local Hiring Requirements
CWAs often provide that the craft Unions advertise and do outreach to local residents, disadvantaged groups, veterans and women to increase their presence in the building and construction trades and in work on local construction projects.
2. Union Labor and Collective Bargaining
CWAs create a framework within which contractors and unions establish wages, benefits, working conditions, and other terms and conditions of employment, including dispute resolution and no strike provisions for the duration of the project. All contractors on the project must sign the CWA and adhere to its terms.
3. Apprenticeship and Training Programs
Many CWAs include commitments to hiring apprentices and providing workforce development opportunities, often in collaboration with union apprenticeship programs or local training centers.
4. Project Scope
CWAs are commonly used on large, publicly funded construction projects like transportation infrastructure.

Goals of a CWA:

- Promote economic inclusion
- Provide stable, good-paying jobs
- Reduce barriers to entry into skilled trades
- Ensure labor peace (no strikes or lockouts during projects)
- Strengthen local economies

The District has a practice of entering into PLAs with the Trades Council on a project-by-project basis for major construction projects, most recently for the South Base Battery Electric Infrastructure Project. The proposed CWA implements that practice under a single, District-wide agreement.

Staff will return to the Board at future meetings to seek updates to the District’s Procurement Policy to reflect the JOC authority pilot program and take other actions required to utilize this new contracting method.

Prepared By:	Kevin Yin	Director, Contracts and Procurement	650-622-7860
	Shayna van Hoften	Legal Counsel, Hanson Bridgett	415-995-5880

Resolution No. 2025-

**Board of Directors, San Mateo County Transit District
State of California**

* * *

Approving a Community Workforce Agreement with the San Mateo County Building and Construction Trades Council for Construction Work Performed Under Job Order Contracts and on Construction Projects Costing Over \$2 Million

Whereas, Public Utility Code Section 103399.5, which will take effect on January 1, 2026 and be in effect through December 31, 2031 unless amended, will authorize the San Mateo County Transit District (District) to enter into job order contracts (JOC) for certain public works, so long as the contracts are subject to Project Labor Agreements (PLAs) between the District and the San Mateo County Building and Construction Trades Council (Trades Council); and

Whereas, the District and Trades Council have negotiated a PLA, referred to as the Community Workforce Agreement (CWA), that will cover the District's job order contracts as well as District construction projects costing more than \$2 million; and

Whereas, the CWA has a two-year term with a roll-over provision to allow the agreement to remain in effect for two additional years; and

Whereas, the CWA includes specific provisions to ensure that local residents benefit from employment and training opportunities on large public infrastructure or construction projects and is intended to:

- Promote the efficiency of construction operations through the use of skilled labor resulting in an expected higher level of reliability and performance and quality construction outcomes;
- Ensure that work is not interrupted by labor disputes; and

- Provide for the peaceful settlement of labor disputes and grievances without strikes or lockouts, thereby promoting the public interest in assuring the timely and economical completion of construction projects covered by this Agreement; and

Whereas, the CWA is not intended to replace, interfere with, abrogate, diminish or modify existing local or national collective bargaining agreements between the Contractors or the District and the unions in effect during the duration of projects subject to the CWA, except to the extent that the provisions of the CWA are inconsistent with said collective bargaining agreements, in which event the provisions of the CWA shall prevail; and

Whereas, staff recommends that the Board of Directors approve the proposed CWA with the Trades Council.

Now, Therefore, Be It Resolved that the Board of Directors of the San Mateo County Transit District hereby approves the Community Workforce Agreement with the San Mateo County Building and Construction Trades Council (Attachment A); and

Be It Further Resolved that the Board authorizes the General Manager/CEO or designee to execute the CWA with the Trades Council; and

Be It Further Resolved that the Board authorizes the General Manager/CEO or designee to take any action necessary to give effect to this Resolution.

Regularly passed and adopted this 5th day of November, 2025, by the following vote:

Ayes:

Noes:

Absent:

Chair, San Mateo County Transit District

Attest:

District Secretary

**COMMUNITY WORKFORCE AGREEMENT
FOR SAN MATEO COUNTY TRANSIT DISTRICT**

INTRODUCTION/FINDINGS

This Community Workforce Agreement is entered into this ____ day of _____, 20____, by and between San Mateo County Transit District (hereinafter the “District” or “SamTrans”), together with its contractors and subcontractors of all tiers, who shall become signatory to this Agreement by signing the “**Agreement to be Bound**” (**Addendum A**) (hereinafter the “Contractor(s)/ Employer(s)”), the San Mateo County Building and Construction Trades Council (hereinafter the “Council”), and the Unions who shall become signatory to this Agreement (referred to collectively herein as the “Union(s)”).

The purpose of this Agreement is to promote the efficiency of construction operations through the use of skilled labor resulting in an expected higher level of reliability and performance and quality construction outcomes, to ensure that work is not interrupted by labor disputes and to provide for the peaceful settlement of labor disputes and grievances without strikes or lockouts, thereby promoting the public interest in assuring the timely and economical completion of construction Project(s) covered by this Agreement.

WHEREAS, the timely and successful completion of the Project is important to meet the needs of the District and to ensure the most prudent expenditure of public funds; and

WHEREAS, highly skilled construction craft workers will be required for the performance of construction work on the projects covered by the Agreement. These construction employees will be represented by the Unions who are signatory to this Agreement and employed by the Contractors and subcontractors who are also signatory to this Agreement; and

WHEREAS, the use of skilled labor on construction work increases the safety of construction projects as well as the quality of completed work; and

WHEREAS, it is recognized that on the Projects subject to this Agreement with multiple contractors and building and construction trade bargaining units on the job site at the same time over an extended period of time, the potential for work disruption may be substantial without an overriding commitment to maintain continuity of work; and

WHEREAS, the interests of the general public, the District, the Unions, and the Contractors/Employers is best served if the construction work proceeds in an orderly manner without disruption because of strikes, sympathy strikes, work stoppages, picketing, lockouts, slowdowns or other interferences with work; and

WHEREAS, the Contractors/Employers and the Unions desire to mutually establish and stabilize wages, hours and working conditions for the workers employed on the Project and to encourage close cooperation among the Contractors/Employers and the Unions so that a satisfactory, continuous and harmonious relationship will exist; and

WHEREAS, the parties agree that one of the primary purposes of this Agreement is to avoid the tensions that might arise on the Project if Union and non-union workers of different employers were to work side by side on the Project, potentially leading to labor disputes that could delay completion of the Project; and

WHEREAS, this Agreement is not intended to replace, interfere with, abrogate, diminish or modify existing local or national collective bargaining agreements in effect during the duration of the Project, insofar as a legally binding agreement exists between the Contractors/Employers and the Unions, except to the extent that the provisions of this Agreement are inconsistent with said collective bargaining agreements, in which event the provisions of this Agreement shall prevail; and

WHEREAS, the contract(s) for construction work on the Projects subject to this Agreement will be awarded in accordance with the applicable provisions of the California State Public Contract Code and all state, local and federal laws; and

WHEREAS, the parties to this Agreement pledge their full good faith and trust to work toward the mutually satisfactory completion of the Project;

NOW, THEREFORE, IT IS AGREED BETWEEN AND AMONG THE PARTIES HERETO, AS FOLLOWS:

ARTICLE I

DEFINITIONS

1.1 “Agreement” means this Community Workforce Agreement.

1.2 “Agreement to be Bound” means the agreement (attached hereto as Addendum A) that shall be executed by each and every Contractor/Employer as a condition of working on the Project.

1.3 “Completion” means that point at which there is Final Acceptance by the District of a Construction Contract and the District has filed a Notice of Completion. For purposes of this definition, "Final Acceptance" means that point in time at which the District has determined upon final inspection that the work has been completed in all respects and all required contract documents, contract drawings, warranties, certificates, manuals and data have been submitted and training completed in accordance with the contract documents and the District has executed a written acceptance of the work. For JOC projects subject to this Agreement, "Completion" will mean when the District pays the final invoice for the work.

1.4 “Construction Contract” means the public works or improvement contract(s) (including design-bid, design-build, lease-leaseback or other contracts under which construction work is performed) awarded by the District that are necessary to complete the construction Project.

1.5 “Contractor(s)/Employer(s)” or “Contractor(s)” or “Employer(s)” means any individual, firm, partnership or corporation (including the prime contractor, general contractor, construction manager, project manager, design-build entity, lease-leaseback entity or equivalent entity), or combination thereof, including joint ventures, and their successors and assigns, that performs or subcontracts for Covered Work and is an independent business enterprise and enters into a construction contract with the District with respect to the construction of any part of the Project, and all contractors and subcontractors of any tier who are performing or subcontracting Covered Work.

1.6 “Council” means the San Mateo County Building and Construction Trades Council.

1.7 “District” means San Mateo County Transit District aka “SamTrans.”

1.8 “Master Agreement” or “Schedule A” means the Master Collective Bargaining Agreement of each craft Union signatory hereto.

1.9 For non-Job Order Contracts projects, “Project” means all District construction projects if either the engineer’s estimate of the total cost of the project or the actual cumulative bid amount(s) submitted by the contractor(s) awarded the Construction Contract(s) for the Project, exceeds two million dollars (\$2,000,000). All Construction Contracts required to complete an integrated Project must be considered in determining whether this threshold is met. The District and the Council may mutually agree in writing to add additional projects or components to be covered by this Agreement. The term “Project” applies to each and all construction projects as defined in this section, whether used in the singular or plural herein.

1.9.2 Job Order Contracts: For the purposes of this Agreement, “Project” also means all District Job Order Contract (“JOC”) construction contracts entered into by the District or its designee, and all subcontracts flowing from them.

1.10 “Project Manager” means the person(s) or entity(ies) designated by the District to oversee all phases of construction on the Project and the implementation of this Agreement.

1.11 “Union” or “Unions” means the San Mateo County Building and Construction Trades Council and the labor organizations that are identified on the attached Union Signatures page and become signatory to this Agreement, acting on their own behalf and on behalf of their respective affiliates and member organizations whose names are subscribed hereto and who have through their officers executed this Agreement.

ARTICLE II

SCOPE OF AGREEMENT

2.1 Parties: This Agreement applies and is limited to all Contractors/Employers performing work under a Construction Contract on the Project (including subcontractors at any tier) and their successors and assigns, the District, the Council, and the Unions signatory to this

Agreement. For JOC projects, any entity or company designated by the District to oversee, supervise or coordinate the contractors or subcontractors at any tier on JOC construction projects will also become signatory to this Agreement.

2.2 Applicability: This Agreement governs all Construction Contracts awarded on the Project, including all JOC contracts for construction work. For purposes of this Agreement, Construction Contracts shall be considered Completed as set forth in Section 1.3, except when the District directs a Contractor to engage in repairs, warranty work, modifications, or punch list work under a Construction Contract or when a Contractor performs work under a change order for a Construction Contract.

2.2.1 In advance of any work being performed on a non-Job Order Contracts Project, the District, its designee, or the General Contractor will prepare and submit to the Council or its designee a detailed project description setting forth the nature of the construction project that was put out to bid, the geographic confines of the construction project and other necessary details. The Council may request to meet to discuss the description and the project description will be discussed at the first pre-job conference prescribed by Article V of this Agreement.

2.3 Covered Work: This Agreement covers construction work including, without limitation, all site preparation, surveying, construction, alteration, demolition, installation, improvement, remediation, retrofit, painting or repair of buildings, structures and other works, and related activities for the Project that is within the craft jurisdiction of one of the Unions and that is directly or indirectly part of the Project, including, without limitation to the following examples, landscaping and temporary fencing, temporary HVAC, geotechnical and exploratory drilling, soils and materials testing and inspection, pipelines (including those in linear corridors built to serve the Project), pumps, pump stations, start-up, modular furniture installation, and final clean-up. This Agreement covers work done for the Project in temporary yards, dedicated sites, or areas adjacent to the Project, and at any on-site or off-site batch plant constructed to supply materials solely to the Project.

2.3.1 This Agreement applies to any start-up, calibration, commissioning, performance testing, repair, maintenance, or operational revisions to systems and/or subsystems for the Project that are done pursuant to a Construction Contract before or after Completion, including warranty work performed after Completion, unless such work is performed by samTrans employees.

2.3.2 Covered Work includes all onsite physical craft work that is part of startup and commissioning, including, but not limited to, system flushes and testing, loop checks, rework and modifications, and functional and operational testing up to and including the final running test. It is understood that samTrans' personnel and/or its representatives, together with the manufacturer's and/or vendor's representatives, and/or plant operating personnel may supervise and direct the startup, commissioning, rework, and modification activity, and that the onsite physical craft work is typically performed as part of a joint effort with these representatives and personnel.

2.3.3 This Agreement covers all on-site fabrication work over which the District, Contractor(s)/Employer(s) or subcontractor(s) possess the right of control (including work done for the Project in any temporary yard or area established for the Project). This Agreement also covers any off-site work, including fabrication, that is traditionally performed by the Unions and is directly or indirectly part of the Project, provided such work is covered by a Master Agreement or local addenda to a national agreement of the applicable Union(s).

2.3.4 Except for the delivery of supplies, equipment or materials that are stockpiled for later use, this Agreement covers all construction trucking work, including the hauling and delivery of ready-mix, asphalt, aggregate, sand, soil or other fill or similar material that is directly incorporated into the construction process as well as the off-hauling of soil, sand, gravel, rocks, concrete, asphalt, excavation materials, construction debris and excess fill, material and/or mud. Contractor(s)/Employer(s), including brokers, of persons providing construction trucking work shall provide certified payroll records to the District within ten (10) days of written request or as required by the bid specifications.

2.3.5 Work covered by this Agreement within the following craft jurisdictions shall be performed under the terms of their National Agreements as follows: the National Transient Lodge (NTL) Articles of Agreement, the National Stack/Chimney Agreement, the National Cooling Tower Agreement, the National Agreement of Elevator Constructors, and any instrument calibration work and loop checking shall be performed under the terms of the UA/IBEW Joint National Agreement for Instrument and Control Systems Technicians, with the exception that Articles IV, XIII and XIV of this Agreement shall apply to such work.

2.4 Exclusions: The following shall be excluded from the scope of this Agreement.

2.4.1 This Agreement will not apply to work performed by the District's own employees or entity(ies) designated by the District to oversee all phases of construction on the Project and the implementation of this Agreement as permitted by the Public Contract Code.

2.4.2 This Agreement will not apply to a Contractor/Employer's non construction craft executives, managerial employees, administrative personnel, and supervisors above the level of general foreman, unless covered by a Master Agreement.

2.4.3 This Agreement shall not apply to any non-Project work performed on or near or leading to the site of work covered by this Agreement that is undertaken by state, county, city, or other governmental bodies or their contractors. Work performed by public or private utilities including all electrical utility, voice-data-video, and security installation work ahead of and up to the electrical service entry connection or the main point of entry into the building shall be excluded. All electrical utility, voice-data-video, and security installation work performed after the electrical utility service entrance or the main point of entry shall be Covered Work. Additionally, all contracted work performed ahead of the service entrance connection and main point of entry that is inside the property line and provides for access to the building via a conduit or series of conduits shall be Covered Work.

2.4.4 This Agreement shall not apply to the off-site maintenance of leased equipment and on-site supervision of such work.

2.4.5 All work by employees of a manufacturer or vendor necessary to maintain its warranty or guarantee, provided the Contractor seeking the exemption has demonstrated, by an enumeration of specific tasks, that the work in question must be done by the manufacturer's or vendor's employees to maintain the warranty; and, in limited circumstances requiring specialized knowledge, work that must be performed by employees with a particular certification or training, provided the Contractor seeking the exemption has demonstrated, by an enumeration of specific tasks, that the work in question cannot be performed by craft workers covered by this Agreement. The District or responsible Contractor must raise the need for this exclusion at a pre-job conference in order to invoke this provision.

2.5 Award of Contracts: It is understood and agreed that the District has the right to select any qualified bidder for the award of a Construction Contract under this Agreement. The bidder need only be willing, ready and able to execute and comply with this Agreement.

2.5.1 For non-Job Order Contracts projects, it is further agreed that this Agreement shall be included in all invitations to bid or solicitations for proposals from contractors or subcontractors for work on the Project. The District or its designee shall provide a copy of all such invitations to bid to the Council at the time of issuance.

2.5.2 For JOC construction projects, contractors may be selected and/or be pre-qualified through a different procedure. The District or its designee will provide the Council a list of selected contractors and subcontractors. So long as the contractors or subcontractors who perform the work on JOC construction contracts become signatory to this Agreement by executing the Agreement to be Bound in the form attached hereto as **Addendum A** before any work is performed, they will not be in violation of this section.

ARTICLE III

EFFECT OF AGREEMENT

3.1 By executing this Agreement, the Council, the Unions and the District agree to be bound by each and all of the provisions of the Agreement

3.2 By accepting the award of work under a Construction Contract for the Project, whether as a Contractor or subcontractor thereunder, all Contractors/Employers agree to be bound by each and every provision of this Agreement and agree to evidence their acceptance prior to the commencement of work by executing the Agreement to be Bound in the form attached hereto as **Addendum A**.

3.3 At the time that any Contractor/Employer enters into a subcontract with any subcontractor providing for the performance of work under a Construction Contract, the Contractor/Employer shall provide a copy of this Agreement to said subcontractor and shall require the subcontractor, as a condition of accepting the award of a construction subcontract, to

agree in writing, by executing the Agreement to be Bound, to be bound by each and every provision of this Agreement prior to the commencement of work. The obligations of a Contractor may not be evaded by subcontracting. If the subcontractor refuses to execute the Agreement to be Bound, then such subcontractor shall not be awarded a Construction Contract on the Project.

3.4 This Agreement shall only be binding on the signatory parties hereto, and their successors and assigns, and shall not apply to the parents, affiliates, subsidiaries, or other ventures of any such party. Each Contractor shall alone be liable and responsible for its own individual acts and conduct and for any breach or alleged breach of this Agreement, except as otherwise provided by law or the applicable Master Agreement. Any dispute between the Union(s) and the Contractor(s) with respect to compliance with this Agreement shall not affect the rights, liabilities, obligations and duties between the Union(s) and other Contractor(s) party to this Agreement.

3.5 It is mutually agreed by the parties that any liability by a Union signatory to this Agreement shall be several and not joint. Any alleged breach of this Agreement by a Union shall not affect the rights, liabilities, obligations and duties between the Contractor(s) and the other Union(s) party to this Agreement.

3.6 The provisions of this Agreement, including the Schedule As incorporated herein by reference, shall apply to the work covered by this Agreement, notwithstanding the provisions of any other local, area and/or national agreements which may conflict with or differ from the terms of this Agreement. To the extent a provision of this Agreement conflicts with a Schedule A, the provision of this Agreement shall prevail. Where a provision of a Schedule A does not conflict with this Agreement, the provision of the Schedule A shall apply.

3.7 The District is not an employer of craft employees performing construction work on this Project and it is not responsible or liable for any money damages to any Union, employee, health and welfare plan, pension plan or benefit trust for any acts or omissions of the general contractor, the contractors or subcontractors, or their respective agents, employees, vendors or representatives, because it has signed this agreement.

ARTICLE IV

WORK STOPPAGES, STRIKES, SYMPATHY STRIKES AND LOCKOUTS

4.1 The Unions, the District, and the Contractor(s)/Employer(s) covered by this Agreement agree that for the duration of the Project:

4.1.1 There shall be no strikes, sympathy strikes, work stoppages, picketing, handbilling or otherwise advising the public that a labor dispute exists, or slowdowns of any kind, for any reason, by the Unions or employees employed on the Project, at the job site of the Project or any other District facility because of a dispute on the Project. Disputes arising between the Unions and Contractor(s)/ Employer(s) on other District projects are not governed by the terms of the Agreement or this Article.

4.1.2 There shall be no lockout of any kind by a Contractor/Employer of workers employed on the Project.

4.1.3 If a Master Agreement expires before the Contractor/Employer completes the performance of work under a Construction Contract and the Union or Contractor/Employer gives notice of a demand for a new or modified Master Agreement, the Union agrees that it will not strike on work covered by this Agreement and the Union and the Contractor/Employer agree that the expired Master Agreement will continue in full force and effect for work covered under this Agreement until a new or modified Master Agreement is reached. If the new or modified Master Agreement provides that any terms of the Master Agreement shall be retroactive, the Contractor/ Employer agrees to comply with any retroactive terms of the new or modified Master Agreement that are applicable to any employee(s) on the Project during the interim, with retroactive payment due within seven (7) calendar days of the effective date of the new or modified Master Agreement.

4.1.4 In the case of nonpayment of wages or trust fund contributions on the Project, the Union shall give the District and the Contractor/Employer three (3) business days' notice when nonpayment of trust fund contributions has occurred, and one (1) business day's notice when nonpayment of wages has occurred or when paychecks being tendered to a financial institution normally recognized to honor such paychecks will not honor such paycheck, of the intent to withhold labor from the Contractor/Employers' or their subcontractor's workforce, during which time the Contractor/Employer may correct the default. In this instance, a Union's withholding of labor (but not picketing) from a Contractor/Employer who has failed to pay its fringe benefit contributions and is considered delinquent by a Trust Fund or failed to meet its weekly payroll shall not be considered a violation of this Article.

4.1.5 Notification: If the District or any Contractor contends that any Union has violated this Article, it will so notify in writing the Senior Executive of the Council and the Senior Executive of the Union, setting forth the facts alleged to violate the Article, prior to instituting the expedited arbitration procedure set forth below. The Council will immediately use its best efforts to cause the cessation of any violation of this Article. The leadership of the Union will immediately inform the workers of their obligations under this Article. A Union complying with this obligation shall not be held responsible for the unauthorized acts of employees it represents.

4.2 Expedited Arbitration: Any party to this Agreement shall institute the following procedure, prior to initiating any other action at law or equity, when a breach of this Article is alleged to have occurred.

4.2.1 A party invoking this procedure shall notify Robert Hirsch, , or Joel Schaffer, under this procedure. If a permanent arbitrator is not available the parties will use the alternate. If both permanent arbitrators are available the parties will alternate between the two permanent arbitrators using a coin flip or other random process to determine the arbitrator to be used first. If neither is available, the parties shall select the arbitrator from the list in Section 13.4. Notice to the arbitrator shall be by the most expeditious means available, with notice by

email and telephone to the District, the involved Contractor, and the party alleged to be in violation, and to the Council and involved local Union if a Union is alleged to be in violation.

4.2.2 Upon receipt of said notice, the District will contact the permanent arbitrator named above, or the alternate if the permanent arbitrator is not available, who will attempt to convene a hearing within twenty-four (24) hours if it is contended that the violation still exists.

4.2.3 The arbitrator shall notify the parties by email and telephone of the place and time for the hearing. Said hearing shall be completed in one session, which, with appropriate recesses at the arbitrator's discretion, shall not exceed twenty-four (24) hours unless otherwise agreed upon by all parties. A failure of any party to attend said hearings shall not delay the hearing of evidence or the issuance of an award by the arbitrator.

4.2.4 The sole issue at the hearing shall be whether or not a violation of Section 4.1 of the Agreement has occurred. The arbitrator shall have no authority to consider any matter of justification, explanation or mitigation of such violation or to award damages, which issue is reserved for court proceedings, if any. The award shall be issued in writing within three (3) hours after the close of the hearing, and may be issued without a written opinion. If any party desires a written opinion, one shall be issued within fifteen (15) calendar days, but the parties shall not delay compliance with or enforcement of the award due to the issuance of a written opinion. The arbitrator may order cessation of the violation of this Article, and the arbitrator's award shall be served on all parties by hand or registered mail upon issuance. Should a party found in violation of this Article fail to comply with the arbitrator's award ordering the party to cease the violation, the party in violation shall pay to the affected party as liquidated damages the sum of ten thousand dollars (\$10,000.00) per shift for which it failed to comply, or portion thereof, until such violation is ceased. The arbitrator shall retain jurisdiction to resolve any disputes regarding the liquidated damages claimed under this section.

4.2.5 The arbitrator's award may be enforced by any court of competent jurisdiction upon the filing of this Agreement and all other relevant documents referred to above in the following manner. The party filing such enforcement proceedings shall give written notice to the other party. In a proceeding to obtain a temporary order enforcing the arbitrator's award as issued under this Article, all parties waive the right to a hearing and agree that such proceeding may be *ex parte*. However, such agreement does not waive any party's right to seek or participate in a hearing for a final order of enforcement. Any court order enforcing the arbitrator's award shall be served on all parties by hand or delivered by certified mail.

4.2.6 Any rights created by statute or law governing arbitration proceedings inconsistent with the above procedure, or which interfere with compliance with the above procedure, are waived by the parties.

4.2.7 The fees and expenses of the arbitrator shall be divided equally between the party instituting the arbitration proceedings provided in this Article and the party alleged to be in breach of its obligation under this Article.

4.2.8 Should either the permanent or the alternate arbitrator identified above no longer work as a labor arbitrator, the District and the Council shall mutually agree to a replacement.

ARTICLE V

PRE-JOB CONFERENCES

5.1 Timing: With regard to non-JOC construction projects subject to this Agreement, the Project Manager shall convene and conduct, at a location and time mutually agreeable to the Council, a pre-job conference with the Unions and the representatives of all involved Contractors/Employers, who shall be prepared to announce craft assignments and discuss in detail the scope of work and the other issues set forth in section 5.3, at least fourteen (14) calendar days prior to:

- (a) The commencement of any Project work, and
- (b) The commencement of Project work on any subsequently awarded Construction Contract.

5.1.1 For Job Order Contracts only, once the District enters into a JOC, the District must provide the Council with the contact information of the JOC Manager or Prime Contractor for pre-job conference coordination. The Council will contact the Prime Contractor(s) to schedule a Pre-Job conference. The Prime Contractor will be prepared to discuss craft assignments and the anticipated scope of work and Pre-Job Conference issues. The pre-job conference will include the Unions and the representatives of all involved Contractors/Employers who shall be prepared to announce craft assignments and discuss in detail the scope of work and the other issues set forth below. JOC pre-job conferences must occur at least 14 days prior to the commencement of any work under the JOC. If the District renews the JOC, or if any contractors are added to the vendors list, the JOC Manager or Prime Contractor must schedule another pre-job conference. The District will forward the contact information for the new Prime Contractor(s) to the Council so that a Pre-Job Conference may be scheduled.

5.2 The pre-job conference shall be attended by a representative of each participating Contractor and each affected Union, and the Council and District may attend at their discretion.

5.3 The pre-job conference shall include but not be limited to the following subjects:

- (a) A listing of each Contractor's scope of work;
- (b) The craft assignments;
- (c) The estimated number of craft workers required to perform the work;
- (d) Transportation arrangements;
- (e) The estimated start and completion dates of the work;

- (f) Discussion of pre-fabricated materials; and
- (g) Discussion of any work to be performed by a manufacturer per section 2.4.5.

5.4 Joint Administrative Committee: In order to ensure the terms of this Agreement are being fulfilled and concerns pertaining to the operation of this Agreement are addressed, the District and the Council shall establish a Joint Administrative Committee comprised of an equal number of representatives from the District (The District may assign its rights or delegate its responsibilities under this section to a designee or to the General Contractor) and the Council. The Joint Administrative Committee shall meet on a periodic basis during the term of construction, at least semi-annually, to assess the implementation of this Agreement, review the progress of the Project, and facilitate harmonious relations between the parties. The District and the Council shall have the right to call a meeting of the Joint Administrative Committee. The District or the Council may call a meeting of the Joint Administrative Committee if a Project involves new technology or unique situations and, upon mutual agreement, may modify Section 2.4 of the Agreement for the Project to address such concerns.

ARTICLE VI

NO DISCRIMINATION

6.1 The Contractors/Employers and the Unions agree to comply with all anti-discrimination provisions of federal, state, and local law, to protect employees and applicants for employment, on the Project.

ARTICLE VII

UNION SECURITY

7.1 The Contractors/Employers recognize the Unions as the sole bargaining representative of all craft employees performing Covered Work under this Agreement, and all such employees must be represented by a Union for the duration of their employment on the Project.

7.2 The Contractors/Employers shall make and transmit all deductions for Union dues, fees, and assessments that have been authorized by employees in writing in accordance with the applicable Master Agreement. This Agreement does not require any employee of a non-Union contractor to join a Union or to pay dues or fees to a Union as a condition of working on the Project; however, nothing in this Article is intended to supersede the requirements of the applicable Master Agreements as to Contractors/Employers signatory to such Master Agreements and as to employees of those Contractors/Employers who are performing Covered Work.

7.3 Authorized representatives of the Unions shall have access to the Project whenever work covered by this Agreement is being, has been, or will be performed on the Project.

ARTICLE VIII

REFERRAL

8.1 Contractor(s)/Employer(s) performing construction work on the Project shall, in filling craft job requirements, utilize and be bound by the registration facilities and referral systems established or authorized by the Unions signatory hereto. The Contractor(s)/Employer(s) shall have the right to reject any applicant referred by the Union(s), in accordance with the applicable Master Agreement.

8.2 Contractor(s)/Employer(s) shall have the unqualified right to select and hire directly all supervisors above the level of general foreman it considers necessary and desirable, without such persons being referred by the Union(s), unless such craft construction employee is covered by a Master Agreement.

8.3 In the event that referral facilities maintained by the Union(s) are unable to fill the requisition of a Contractor/Employer for employees within a forty-eight (48) hour period (Saturdays, Sundays and Holidays excluded) after such requisition is made by the Contractor/Employer, the Contractor/Employer shall be free to obtain the worker(s) from any source. A Contractor/Employer who hires a worker(s) to perform Covered Work on the Project pursuant to this section shall immediately provide the appropriate Union with the name and address of such worker(s) and shall immediately refer such worker(s) to the appropriate Union to satisfy the requirements of Article VII of this Agreement.

ARTICLE IX

WAGES AND BENEFITS

9.1 The Contractors/Employers agree to pay all benefit contributions required by the applicable Master Agreement(s), including but not limited to vacation, pension and/or other deferred compensation, apprenticeship, worker protection and assistance, health benefit, and any other funds established by the applicable Master Agreement(s) for each hour worked on the Project, in the amounts designated in the applicable Master Agreement(s).

9.2 By signing this Agreement, the Contractors/Employers adopt and agree to be bound by the written terms of the legally established Trust Agreements for the benefit funds described in Section 9.1, which may from time to time be amended, specifying the detailed basis upon which payments are to be made into, and benefits paid out of, such Trust Funds. The Contractors/Employers authorize the parties to such local Trust Agreements to appoint trustees and successor trustees to administer the Trust Funds and hereby ratify and accept the trustees so appointed as if they were appointed by the Contractors/Employers. The Contractors/Employers

agree to execute a separate subscription agreement(s) when such Trust Fund(s) requires such document(s).

9.3 Wages, Hours, Terms and Conditions of Employment: The wages, hours and other terms and conditions of employment on the Project shall be governed by the Master Agreement of the respective craft, to the extent such Master Agreement is not inconsistent with this Agreement. Where a subject is covered by the Master Agreement and not covered by this Agreement, the Master Agreement will prevail. When a subject is covered by both the Master Agreement and this Agreement, to the extent there is any inconsistency, this Agreement will prevail.

9.4 Holidays: Holidays shall be as set forth in the applicable Master Agreement.

ARTICLE X

APPRENTICES

10.1 Recognizing the need to develop adequate numbers of competent workers in the construction industry, including on public works projects, the Contractors/Employers shall employ apprentices from a California state-approved Joint Apprenticeship Training Program in their respective crafts, to perform such work as is within their capabilities and that is customarily performed by the craft in which they are indentured.

10.2 Apprentice ratios will be in compliance with the provisions of the California Labor Code and the applicable state prevailing wage determination.

10.3 Consistent with the Master Agreements, there shall be no restriction on the utilization of apprentices in performing the work of their craft provided they are properly indentured and supervised.

10.4 Pre-Apprenticeship Program: Recognizing that the Bay Area Apprenticeship Coordinators Association, the San Mateo Workforce Investment Board, the San Mateo County Union Community Alliance, and the California Division of Apprenticeship Standards have established a countywide Pre-Apprenticeship Program – the Trades Introduction Program (“TIP San Mateo”) – to prepare students to become apprentices to work in construction-related trades, the parties agree to provide opportunities for employment on the Project for students who have completed the TIP San Mateo or another pre-apprenticeship program that utilizes Multi-Craft Core Curriculum (“MC3”). As such, Contractors on the Project shall endeavor to employ a minimum of two (2) TIP graduates or graduates of another MC3 pre-apprenticeship program who meet local Union requirements for admittance into a California state-approved Joint Apprenticeship Training Program.

ARTICLE XI

HELMETS TO HARDHATS

11.1 The Contractors/Employers and Unions recognize a desire to facilitate the entry into the building and construction trades of veterans who are interested in careers in the building and construction industry. The Contractors/Employers and Unions agree to utilize the services of the Center for Military Recruitment, Assessment and Veterans Employment (hereinafter "Center") and the Center's "Helmets to Hardhats" program to serve as a resource for preliminary orientation, assessment of construction aptitude, referral to apprenticeship programs or hiring halls, counseling and mentoring, support network, employment opportunities and other needs as identified by the parties.

11.2 The Unions and Contractors/Employers agree to coordinate with the Center to participate in an integrated database of veterans interested in working on the Project and of apprenticeship and employment opportunities for the Project. To the extent permitted by law, the Unions will give credit to such veterans for bona fide, provable past experience.

ARTICLE XII

COMPLIANCE

12.1 It shall be the responsibility of the Contractors/Employers and Unions to investigate and monitor compliance with the provisions of Article IX of this Agreement. Nothing in this Agreement shall be construed to interfere with or supersede the usual and customary legal remedies available to the Unions and/or employee benefit Trust Funds to collect delinquent wages or Trust Fund contributions from Contractors/Employers on the Project. Because the Project is a public work subject to the California Labor Code, the District shall monitor and enforce the Contractors/Employers' compliance with state prevailing wage requirements as well as this Agreement.

ARTICLE XIII

GRIEVANCE ARBITRATION PROCEDURE

13.1 Project Labor Disputes: All disputes involving the application or interpretation of a Master Agreement to which a Contractor/Employer and a Union are parties shall be resolved pursuant to the resolution procedures of the Master Agreement. All disputes relating to the interpretation or application of this Agreement, other than disputes under Article IV and Article XIV, shall be subject to resolution by the grievance arbitration procedures set forth in this Article.

13.2 Employee Discipline: All disputes involving the discipline and/or discharge of an employee working on the Project shall be resolved through the grievance and arbitration provisions contained in the Master Agreement for the craft of the affected employee. No employee working on the Project shall be disciplined or discharged without just cause.

13.3 No grievance shall be recognized unless the grieving party (Union or District Council on its own behalf, or on behalf of an employee whom it represents, or a Contractor/Employer on its own behalf) provides notice in writing to the party with whom it has a dispute within five (5) business days after becoming aware of the dispute but in no event more than thirty (30) business days after it reasonably should have become aware of the event giving rise to the dispute. Time limits may be extended by mutual agreement of the parties.

13.4 Grievances shall be settled according to the following procedures:

Step 1: Within five (5) business days after the receipt of the written notice of the grievance, the representative of the involved Union or District Council, or his/her designee, and the representative of the involved Contractor/Employer, shall confer and attempt to resolve the grievance.

Step 2: If the grievance is not resolved at Step 1, within five (5) business days of the Step 1 meeting or the conclusion of efforts to resolve the grievance at Step 1, the alleged grievance may be referred in writing by either involved party to the Business Manager(s) of the affected Union(s) involved and the Labor Relations Manager of the Contractor/Employer, or the Contractor/Employer's designated representative, for discussion and resolution. This time limit may be extended by mutual consent of both parties. Regardless of which party has initiated the grievance, the Union shall notify its International Union representative prior to the Step 2 meeting, and the International Union representative shall advise if it intends to participate in the Step 2 meeting. The Project Manager and the Council shall have the right to participate in any efforts to resolve the dispute at Step 2.

Step 3: If the grievance is not resolved at Step 2, either party may request the dispute be submitted to arbitration within five (5) business days of the Step 2 meeting or the conclusion of efforts to resolve the grievance at Step 2. This time limit may be extended by mutual consent of both parties. Within five (5) business days after referral of a dispute to arbitration, the representatives shall notify the permanent arbitrator designated in Article IV, or if not available, the alternate arbitrator designated in Article IV, for final and binding arbitration. If the permanent arbitrator or the alternate is not available, an arbitrator shall be selected by the alternate striking method from the list of three (3) below. The order of striking names from the list of arbitrators shall be determined by a coin toss, the winner of which shall decide whether they wish to strike first or second.

1. John Kagel
2. Greg Lim
3. David Weinberg

13.5 The decision of the arbitrator shall be final and binding on all parties. The arbitrator shall have no authority to change, amend, add to or detract from any of the provisions of the Agreement. The expense of the arbitrator shall be borne equally by both parties. The arbitrator shall arrange for a hearing on the earliest available date from the date of his/her

selection. A decision shall be given to the parties within five (5) calendar days after completion of the hearing unless such time is extended by mutual agreement. A written opinion may be requested by a party from the presiding arbitrator.

13.6 The time limits specified at any step of the grievance procedure may be extended by mutual agreement of the parties. However, failure to process a grievance, or failure to respond in writing within the time limits provided above, without an agreed upon extension of time, shall be deemed a waiver of such grievance without prejudice, or without precedent to the processing and/or resolution of like or similar grievances or disputes.

13.7 In order to encourage the resolution of disputes and grievances at Steps 1 and 2 of this grievance procedure, the parties agree that such settlements shall not be precedent setting.

13.8 Retention: At the time a grievance is submitted under this Agreement or any Master Agreement, the Union(s) may request that the District withhold and retain an amount from what is due and owing to the Contractor(s) against whom the grievance is filed, or its higher-tier Contractor, sufficient to cover the damages alleged in the grievance, should the Union(s) prevail. The amount shall be retained by the District until such time as the underlying grievance giving rise to the retention is withdrawn, settled, or otherwise resolved, and the retained amount shall be paid to whomever the parties to the grievance shall decide, or to whomever an arbitrator shall so order.

13.9 Should any of the arbitrators listed in this Article or Article IV no longer work as a labor arbitrator, the District and the Council shall mutually agree to a replacement.

ARTICLE XIV

WORK ASSIGNMENTS AND JURISDICTIONAL DISPUTES

14.1 The assignment of Covered Work will be solely the responsibility of the Employer performing the work involved; and such work assignments will be in accordance with the Plan for the Settlement of the Jurisdictional Disputes in the Construction Industry (the "Plan") or any successor Plan.

14.2 All jurisdictional disputes on this Project between or among the building and construction trades Unions and the Employers parties to this Agreement, shall be settled and adjusted according to the present Plan established by the Building and Construction Trades Department or any other plan or method of procedure that may be adopted in the future by the Building and Construction Trades Department. Decisions rendered shall be final, binding and conclusive on the Employers and Unions parties to this Agreement.

14.3 If a dispute arising under this Article involves the Northern California Carpenters Regional Council or any of its subordinate bodies, an arbitrator shall be chosen by the procedures specified in Article V, Section 5 of the Plan from a list composed of John Kagel, Andrea Dooley, Joel Shaffer and Thomas Pagan, and the arbitrator's hearing on the dispute shall be held at the offices of the California State Building and Construction Trades Council in Sacramento,

California within fourteen (14) calendar days of the selection of the arbitrator. All other procedures shall be as specified in the Plan.

14.4 All jurisdictional disputes shall be resolved without the occurrence of any strike, work stoppage, or slow-down of any nature, and the Employer's assignment shall be adhered to until the dispute is resolved. Individual employees violating this section shall be subject to immediate.

14.5 For non-JOC construction projects each Employer will conduct a pre-job conference with the Council prior to commencing work. The District and the Project Manager will be advised in advance of all such conferences and may participate if they wish. Pre-job conferences for different Employers may be held together.

ARTICLE XV

MANAGEMENT RIGHTS

15.1 Consistent with the Schedule A agreements, the Contractor(s)/Employer(s) shall retain full and exclusive authority for the management of their operations, including the right to direct their work force in their sole discretion. No rules, customs or practices shall be permitted or observed which limit or restrict production, or limit or restrict the working efforts of employees, except that all lawful manning provisions in the Master Agreement shall be recognized.

15.2 The use of new technology, equipment machinery, tools and/or labor-saving devices and methods of performing work may be initiated by any Employer at any time, consistent with any applicable provisions of the Master Agreements, and the Council and the Unions agree that they will not in any way restrict the implementation of such new devices or methods of work.

ARTICLE XVI

DRUG AND ALCOHOL TESTING

16.1 The use, sale, transfer, purchase and/or possession of a controlled substance, alcohol and/or firearms at any time during the workday is prohibited.

16.2 Drug and alcohol testing shall be conducted in accordance with the substance abuse prevention policies set forth in the applicable Schedule A.

ARTICLE XVII

SAVINGS CLAUSE

17.1 If any article, provision, clause, sentence or word of this Agreement is determined to be illegal or void as being in contravention of any applicable law, by a court of competent

jurisdiction, the remainder of the Agreement shall remain in full force and effect. The parties further agree that if any article, provision, clause, sentence or word of the Agreement is determined to be illegal or void, by a court of competent jurisdiction, the parties shall substitute, by mutual agreement, in its place and stead, an article, provision, clause, sentence or word that will meet the objections to its validity and will be in accordance with its original intent.

17.2 In the event a decision of a court of competent jurisdiction materially alters the terms of this Agreement such that the intent of the parties is defeated, then the entire Agreement shall be null and void.

17.3 If a court of competent jurisdiction determines that all or part of the Agreement is invalid and/or enjoins the District from complying with all or part of the Agreement's provisions, and the District accordingly determines that compliance with this Agreement will not be required in order to perform work under a Construction Contract, the Unions will no longer be bound by the provisions of Article IV.

ARTICLE XVIII

TERM

18.1 For non-JOC construction projects this Agreement shall be included in all bid documents, requests for proposals, or other equivalent Project solicitations, which shall indicate that entering into this Agreement is a condition of the award of a Construction Contract(s) for the Project. For JOC construction projects, this Agreement will be included in the bid documents for the Prime Contractor(s).

18.2 This Agreement shall apply until the Completion of each Project in accordance with Sections 1.3 and 2.2

18.3 This Agreement shall become effective on the day it is executed by the Council and the District's Board of Directors. No less than ninety (90) days prior to each two (2) year anniversary of the effective date of this Agreement, the District and the Council shall meet to discuss proposed changes, if any, to the Agreement. Absent changes, the Agreement will roll over for an additional two (2) years.

ARTICLE XIX

MISCELLANEOUS PROVISIONS

19.1 The section headings contained in this Agreement are inserted for convenience only and shall not affect in any way the meaning or interpretation of this Agreement. All defined terms used in this Agreement shall be deemed to refer to the singular and/or plural, in each instance as the context and/or particular facts may require.

19.2 This Agreement may be executed in counterparts, such that original signatures may appear on separate pages and when bound together all necessary signatures shall constitute

an original. Faxed or emailed signature pages transmitted to other parties to this Agreement shall be deemed the equivalent of original signatures.

19.3 Each of the persons signing this Agreement represents and warrants that such person has been duly authorized to sign this Agreement on behalf of the party indicated, and each of the parties signing this Agreement warrants and represents that such party is legally authorized and entitled to enter into this Agreement.

19.4 The parties acknowledge that this is a negotiated agreement, that they have had the opportunity to have this Agreement reviewed by their respective legal counsel, and that the terms and conditions of this Agreement are not to be construed against any party on the basis of such party's draftsmanship thereof.

19.5 All defined terms used in this Agreement shall be deemed to refer to the singular and/or plural, in each instance as the context and/or particular facts may require.

SAN MATEO COUNTY TRANSIT DISTRICT

By: _____
Name/Title: _____
Date: _____

SAN MATEO COUNTY BUILDING AND CONSTRUCTION TRADES COUNCIL

By: _____
Name/Title: _____
Date: _____

UNION SIGNATURES

[Council to provide]

Addendum A
AGREEMENT TO BE BOUND

[Date]
[Addressee]

Re: San Mateo County Transit District Community Workforce Agreement
Agreement to be Bound

Dear _____:

The undersigned confirms that it agrees to be a party to and bound by the San Mateo County Transit District Community Workforce Agreement (“Agreement”) as such Agreement may, from time to time, be amended by the parties or interpreted pursuant to its terms.

By executing this Agreement to be Bound, the undersigned subscribes to, adopts and agrees to be bound by the written terms of the legally established trust fund documents as set forth in Section 9.1 of the Agreement, as they may from time to time be amended, specifying the detailed basis upon which contributions are to be made into, and benefits made out of, such trust funds, and ratifies and accepts the trustees appointed by the parties to such trust funds. The undersigned agrees to execute a separate subscription agreement(s) for such trust funds when such trust fund(s) require(s) such document(s).

The obligation to be a party to and bound by the Agreement shall extend to all work covered by the Agreement undertaken by the undersigned. The undersigned shall require all of its subcontractors, of whatever tier, to become similarly bound for all their work within the scope of the Agreement by signing an identical Agreement to be Bound.

This letter shall constitute a subscription agreement, to the extent of the terms of the letter.

CONTRACTOR/SUBCONTRACTOR: _____

California Contractor State License No. or Motor Carrier (CA) Permit No.: _____

Name of Authorized Person (print): _____

Signature of Authorized Person: _____

Title of Authorized Person: _____

Address of Authorized Person: _____

Telephone Number of Authorized Person: _____

State Public Works Registration Number: _____

159415\1605198



Approve Community Workforce Agreement



Action Requested

- 1. Approve Community Workforce Agreement (CWA) with San Mateo County Building and Construction Trades Council**
- 2. Authorize General Manager/CEO or designee to execute CWA**
- 3. Authorize General Manager/CEO or designee to take any actions necessary to give effect to Resolution**

Significance

- Senate Bill 272 (Becker), effective January 1, 2026-December 31, 2031, authorizes District to issue on-call contracts for public works maintenance and construction, known as Job Order Contracts (JOCs)
- SB 272 requires any District JOC to be subject to Project Labor Agreement (PLA) with San Mateo County Building and Construction Trades Council
- Legal counsel, with assistance from staff, negotiated proposed Community Workforce Agreement (CWA) to meet PLA condition and enable JOC solicitation
- Proposed CWA also will apply to construction projects over \$2 million

Purpose of Proposed CWA

Agreement between District and Trades Council to:

- Define coverage (inc. limiting application to construction but not maintenance), terms and conditions between contractors and unions on covered projects
- Ensure covered projects completed on time and without labor disputes
- Establish consistent standards for wages, benefits, training, and safety on covered projects
- Encourage participation of local and underrepresented workers through hiring and apprenticeship programs

Relationship to Existing PLAs

- District entered into **project-specific PLA** for SamTrans South Base battery electric infrastructure project
- Would likely be replicated for other individual large projects (e.g., North Base permanent hydrogen fueling infrastructure project)
- Proposed CWA would eliminate need for project-specific PLAs and function as **District-wide PLA for large projects**, providing consistent labor terms and workforce commitments across covered projects

Key Features of Proposed CWA

- **Local Hiring:** Expands opportunities for local residents, disadvantaged groups, veterans, and women
- **Apprenticeship and Training:** Builds pathways for long-term career development in the trades
- **Labor Peace:** Provides mechanisms to prevent strikes, lockouts, or disruptions
- **Consistency:** Applies uniform labor standards and training expectations across all covered projects
- **Scope:** Covers construction work under JOCs and construction on projects valued over \$2 million
- **Term:** Two years (with two-year roll-over absent amendment or termination)

Benefits to the District

- Promotes efficient, high-quality construction outcomes using skilled labor
- Enhances accountability and workforce stability
- Reduces risks of work stoppages or disputes that could delay projects
- Strengthens local economic participation and inclusion
- Supports District goals for efficiency, workforce development, and responsible resource use

Budget Impact

- Approval and execution of proposed CWA has no specific budget impact
- Future JOCs and construction solicitations and contracts will incorporate CWA into labor provisions

Proposed Action

- 1. Approve a Community Workforce Agreement (CWA) with San Mateo County Building and Construction Trades Council**
- 2. Authorize General Manager/CEO or designee to execute CWA**
- 3. Authorize the General Manager/CEO or designee to take any actions necessary to give effect to Resolution**

Thank You



**San Mateo County Transit District
Staff Report**

To: Finance Committee

Through: April Chan, General Manager/CEO

From: Kate Jordan Steiner, Chief Financial Officer

Subject: **Receive Quarterly Financial Report Fiscal Year 2025 Quarter 4 Results and Financial Outlook**

Action

This is an informational item.

Significance

The Board will receive an update on the financial result for Fiscal Year 2025 (FY25) Quarter 4 (Q4) and financial outlook.

Background

FY25 Fourth Quarter (FY25Q4)

As of June 30, 2025, San Mateo County Transit District (District) ended FY25 with a preliminary deficit of \$12.9 million, which is \$30.0 million favorable compared to the budgeted deficit of \$42.9 million. This favorable result was driven by strong investment income, savings across operating divisions, and the use of prior year capital reserves to fund the New Headquarters project instead of drawing on current year sales tax revenue.

Sources:

Total revenues were \$355.3 million, or \$9.8 million (2.7 percent) unfavorable, primarily due to the following:

- **District Sales Tax (Proposition A):** \$3.4 million unfavorable. Actual receipts were slightly below budget and aligned with revised fiscal year projections showing a combined Proposition A and Measure W total of \$170.5 million, down 3.5 percent from budget. This reflects slower consumer spending and softer regional economic conditions.
- **Measure W Sales Tax:** \$1.9 million unfavorable. Results mirror the decline in Proposition A revenue.
- **Local Transportation Development Act / State Transit Assistance (TDA/STA):** \$2.0 million unfavorable. Allocations from the Metropolitan Transportation Commission were lower than expected due to statewide decreases in sales tax associated with fuel sales and regional employment trends.

These were offset by:

- **Investment Income:** \$13.1 million favorable, driven by higher-than-expected rates and bank balances driving increased returns in addition to a one-time \$2.7 million term deposit maturing in November 2024.
- **Other Interest, Rent, & Other Income:** \$2.1 million favorable which was due to \$0.8 million from CBRE referral fees, Dumbarton lease income (held for future Maintenance of Way), and \$0.4 million in proceeds from the sale of a property.

Uses:

Total expenses were \$368.2 million, which is \$39.8 million (9.7 percent) below budget. Major variances include:

- **Capital Allocations:** \$15.7 million less than planned. The Headquarters Capital Project was funded through existing capital reserves rather than current year District Sales Tax receipts in addition to Measure W funds being applied to wages and benefits associated with union wage increases.
- **Motor Bus (including Contracted Urban Bus):** \$4.8 million favorable. Savings were achieved from lower consultant and technical service costs, deferred planning initiatives, and negotiated long-term service contracts. These savings were partially offset by higher overtime and increased workers' compensation expenses.
- **American Disabilities Act (ADA) Programs:** \$1.2 million favorable. Lower service levels on Coastside ADA and greater operating efficiency from the newer fleet, including improved fuel performance and reduced maintenance costs, contributed to this result.
- **Multi-Modal Programs:** \$1.8 million favorable. Savings were driven by reduced shuttle demand, lower incentive payments, and lower fuel surcharge expenses.

These were offset by:

- **Debt Service:** \$1.5 million unfavorable. The variance reflects additional interest payments related to the FY25 Refunding Bond issued after budget adoption. Even with the additional interest made in FY25, the overall Refunding is a favorable activity for the District in general, as the District will save \$13.4 million through 2035, or approximately \$1.4 million per year for the next nine years before this current bond is retired.

Outlook

The District continues to monitor sales tax revenues closely and is working to strengthen expense management and operational efficiencies. Additional efforts are underway to improve financial processes, refine cost controls, and enhance coordination across departments to better align spending with available resources. Staff will update the long-term financial outlook in the coming quarters alongside the Capital Improvement Plan and will revise future budget assumptions as needed based on revenue trends and operational changes.

Budget Impact

This is an informational item. There is no budget impact.

Prepared By: Kate Jordan Steiner Chief Financial Officer (650) 647-3504



Quarterly Financial Report

Fiscal Year 2025 Quarter 4 Preliminary Year-end Result

Item #11.e.
11/5/2025



Board of Directors – May 7, 2025

Agenda

1. FY25 Quarter 4 Year-end Performance
2. Sales Tax Outlook
3. Key Takeaways & Outlook
4. Next Steps

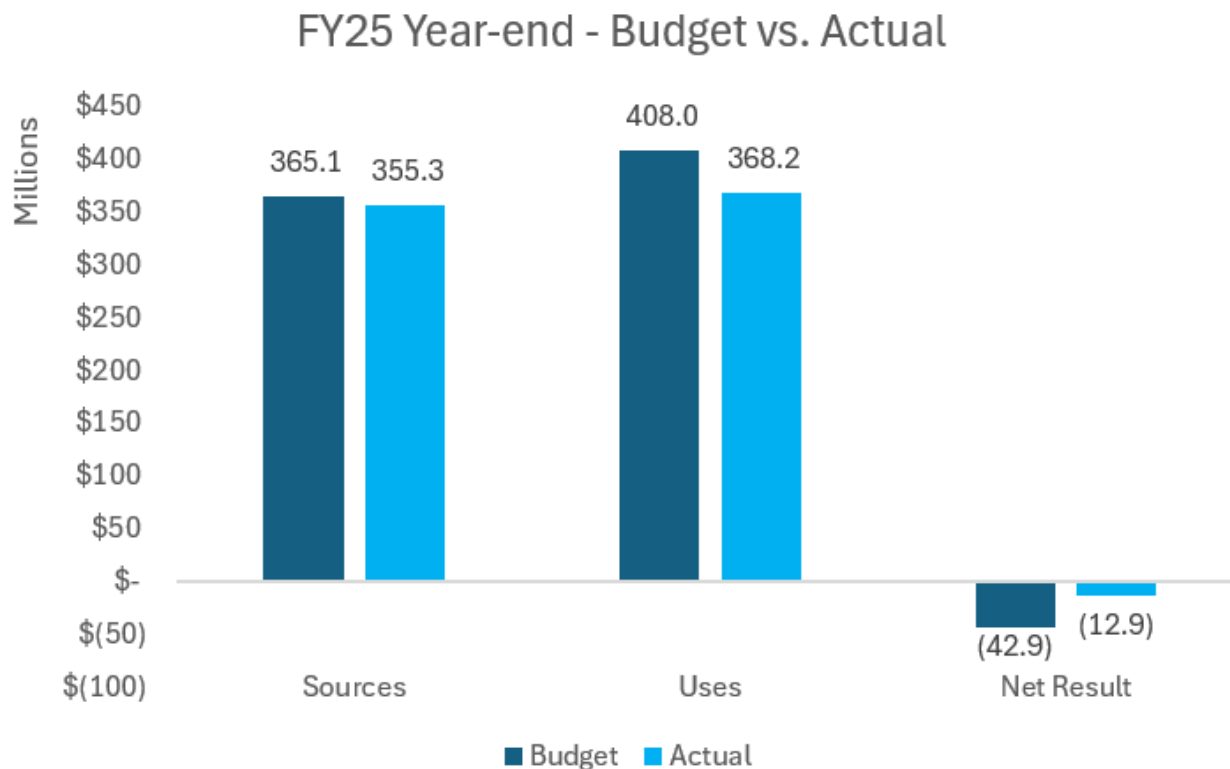
FY25 Quarter 4 Year-end Performance

Year-end: \$12.9M deficit, \$30.0 million (M) (70.0%) favorable to budget

Sources: \$355.3M sources, unfavorable \$9.8M (-2.7%)

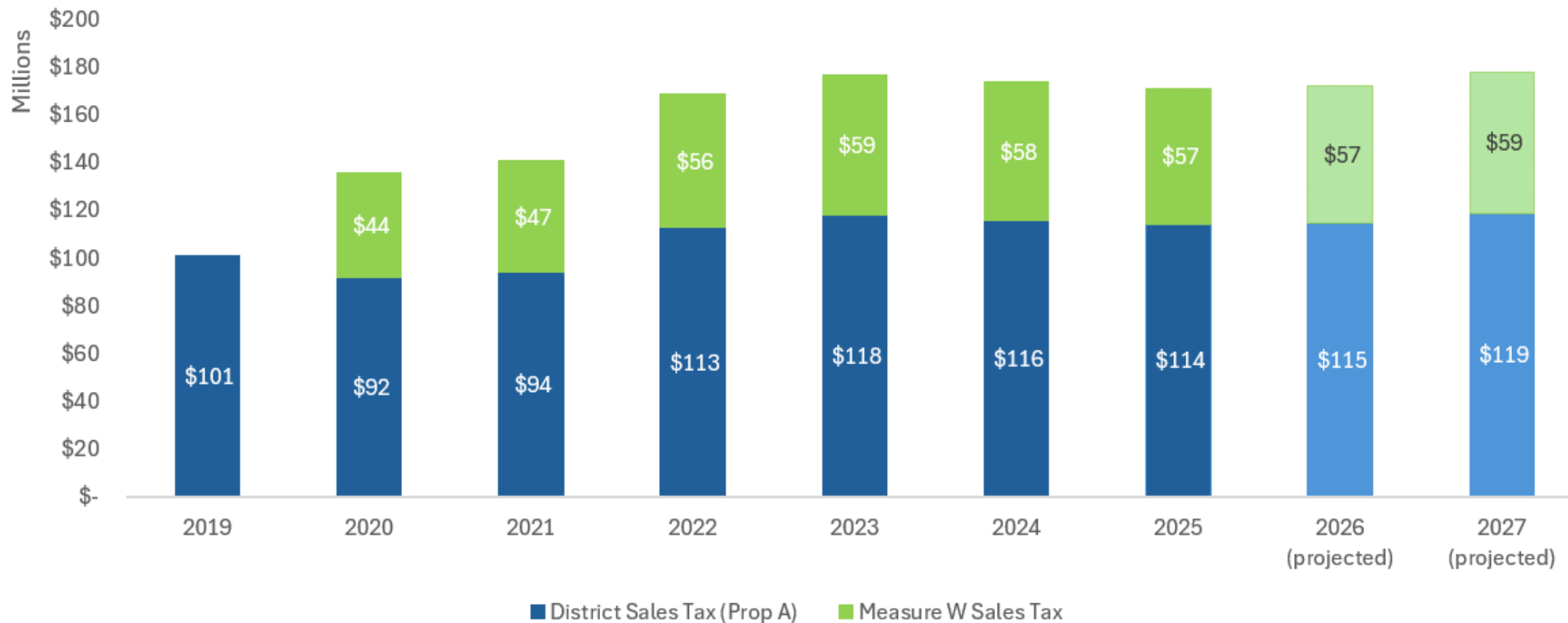
Uses: \$368.2M uses, favorable \$39.8M (9.7%)

Risks: Sales tax and economic policy uncertainty combined with external price pressures increase fiscal risk heading into FY26, and out years



Sales Tax Outlook

Sales Tax Revenues



Key Takeaways / Outlook

- Short-term financial outlook improved, driven by one-time savings and timing
- Increasing pressure on Operating Budget:
 - Exhaustion of prior year carryforward funds
 - Sales tax volatility and declining/ uncertain state & federal funds
 - Capital Investments
- Should continue with cost containment and efficiencies as we move through FY26 and out years
- We will explore new and sustainable revenue opportunities, including fare policy adjustments, advertising expansion, and service partnerships.

Next Steps

- **December 2026**
 - FY26 Q1 Quarterly Financial Report
- **Winter / Spring**
 - Budget Module Award & Implementation
 - Capital Budget Amendment & Capital Reserve Policy
- **March / June 2026**
 - FY26 Year-End Forecasts
 - March 4: SamTrans HQ Lease Commencement Date
 - October 15: Ratings Presentation(s)



BOARD OF DIRECTORS 2025

JEFF GEE, CHAIR
MARIE CHUANG, VICE CHAIR
DAVID J. CANEPA
BROOKS ESSER
MARINA FRASER
RICO E. MEDINA
JOSH POWELL
PETER RATTO
JACKIE SPEIER

APRIL CHAN
GENERAL MANAGER/CEO



AGENDA

San Mateo County Transit District

Legislative Committee Meeting Committee of the Whole

November 5, 2025 – 3:00 pm

or immediately following the Finance Committee meeting

**Bacciocco Auditorium, 2nd Floor
1250 San Carlos Avenue, San Carlos, CA 94070**

Committee Members: Josh Powell (Chair), Peter Ratto, Jackie Speier

12.a. Call to Order

12.b. Approval of Minutes of the Legislative Committee Meeting of
October 8, 2025

Motion

12.c. Receive Legislative Update

Informational

12.d. Adjourn

Note:

- This Committee meeting may be attended by Board Members who do not serve on this Committee. In the event that a quorum of the entire Board is present, this Committee shall act as a Committee of the Whole. In either case, any item acted upon by the Committee or the Committee of the Whole will require consideration and action by the full Board of Directors as a prerequisite to its legal enactment.
- All items appearing on the agenda are subject to action by the Committee. Staff recommendations are subject to change by the Committee.

**San Mateo County Transit District
1250 San Carlos Avenue, San Carlos, California**

**Legislative Committee Meeting / Committee of the Whole
DRAFT Minutes of October 8, 2025**

Members Present (In Person): P. Ratto, J. Powell (Chair)

Members Present (Via Teleconference): J. Speier

Members Absent: None

Other Board Members Present Constituting Committee of the Whole: D. Canepa, M. Chuang, B. Esser, M. Fraser, J. Gee, R. Medina

Other Board Members Absent: None

Staff Present: J. Cassman, A. Chan, J. Epstein, L. Lumina-Hsu, M. Tseng, S. van Hoften

11.a. Call to Order

Committee Chair Powell called the meeting to order at 3:23 pm.

11.b. Approval of Minutes of the Legislative Committee Meeting of September 3, 2025

Motion/Second: Medina/Fraser

Ayes: Canepa, Esser, Fraser, Medina, Powell, Ratto, Speier, Chuang, Gee

Noes: None

Absent: None

11.c. Receive Legislative Update

Jessica Epstein, Director, Government and Community Affairs, provided the presentation, which included the following:

Federal

- Current Federal government shut down; Federal Transit Administration (FTA) not subject to shut down as funding comes from the Highway Trust Fund
- \$1 billion funding cut to Alliance for Renewable Clean Hydrogen Energy Systems (ARCHES) program, leaving \$11 billion – funds to be appropriated

State

- October 13 – deadline for Governor Newsom to sign or veto bills
- Legislature recess
- Brown Act changes through Senate Bill (SB) 707

11.d. Receive Senate Bill 63 Update

Ms. Epstein provided the presentation, which included the following:

- Senate Bill (SB) 63 final language and return-to-source funding
- 36.64 percent (\$50 million annually) collected to return to SamTrans from San Mateo County; guidelines and restrictions for projects and with other agencies
- Financial transparency and stability
- Grievance petitions are to be settled by an Adjudication Committee, which holds binding decision-making authority that cannot be overridden by the Metropolitan Transportation Commission (MTC); up to 7 percent of operator funds can be withheld
- Additional elements of SB63: maintenance of effort, San Mateo County Transportation Authority (TA) 1/8 cent ballot measure authority, no limitations on other taxes
- Stakeholders, local government agencies and community groups, public engagement to develop the expenditure plan

The Committee Members had a robust discussion and staff provided further clarification in response to the Committee comments and questions, which included the following:

- Outreach methods and support for smaller cities
- Roadway improvements and eligibility criteria for ones in fixed-route areas
- Increasing coverage for areas with a current lack of transit

Ms. Epstein continued the presentation on the State's bridge loan and Cap-and-Invest, including the following:

- State's Bridge Loan for Bay Area Transit Agencies: Up to \$750 million for Bay Area until SB 63 funds are accessible, \$750 million State Bridge Loan for Bay Area Transit Agencies (Alameda-Contra Costa Transit District/AC Transit, Bay Area Rapid Transit/BART, Caltrain, San Francisco Municipal Transportation Agency/Muni)
- \$4.2 billion annually allotted to Cap-and-Invest program through 2045; adjustments to tiers will be made if revenue is lower than baseline
- Local funding programs within Cap-and-Invest that can possibly be used to substitute the federal ARCHES funding cuts

11.e. Adjourn – The meeting adjourned at 3:51 pm.



October 20, 2025

TO: Board of Directors
San Mateo County Transit District

FM: Matt Robinson, Michael Pimentel and Brendan Repicky
Shaw Yoder Antwih Schmelzer & Lange

RE: **STATE LEGISLATIVE UPDATE – November 2025**

General Update

The Legislature recessed the first year of the two-year 2025-26 Legislative Session on September 13, after sending nearly 800 bills to the Governor in the final weeks of the legislative year. The Governor had until October 13 to sign or veto this last tranche of bills. This caps a year which saw California renew its historic Cap-and-Trade program (now Cap-and Invest), pass legislation authorizing the placement of a Bay Area Regional Measure on next year's General Election ballot, close a \$12 billion budget deficit, and more. Assemblymembers and State Senators introduced a total of 2,350 bills in 2025 – 917 of which made it to the Governor's desk for his consideration this year. Of these, 794 were signed into law and 123 were vetoed – meaning approximately one-third of the bills introduced at the start of the year successfully navigated California's full legislative process.

Also, in mid-September, Senate President Pro Tempore Mike McGuire announced that he would step down as leader of the State Senate on an earlier timeline than initially anticipated. Senator McGuire announced that effective November 17, 2025, Senator Monique Limon (D-Santa Barbara) will take over as Senate Pro Tem. The initial timeline for this transition had been described as "early 2026." We expect to see some changes in leadership and key committee roles before the year is out.

The Legislature is now in recess until January 5, 2026. For information about key legislative and budget deadlines for next year, please see the tentative 2026 Legislative Calendar [here](#).

Bay Area Regional Measure

The Bay Area Regional Measure, reflected in [SB 63 \(Wiener and Arreguín\)](#), seeks to authorize a sub-regional sales tax in five Bay Area counties – one-half cent in Alameda, Contra Costa, Santa Clara & San Mateo Counties and one cent in San Francisco County – to generate additional revenue to support Bay Area public transit systems.

After several rounds of significant amendments in the last weeks of session, the bill received the support needed to pass on the final day of session and was sent to the Governor's desk. The Governor took the full month afforded to him to consider the bill, finally signing it into law on October 13. This bill will take effect on January 1, 2026. Once the bill takes effect, it will either be placed on the ballot by an MTC subcommittee created for these purposes and require a two-thirds vote threshold to pass on November

3, 2026, or be up to local stakeholders to work to qualify the regional measure for the ballot through signature gathering, where it will likely need a simple majority of voters to pass.

CalSTA Transit Transformation Task Force Update

The California State Transportation Agency's Transit Transformation Task Force met on September 30 in Sacramento for its thirteenth and final meeting. CalSTA is now required to submit a report of recommendations to the Legislature by no later than October 31, 2025. Once the report is published, SamTrans's state advocates and the California Transit Association will review its actionable recommendations for any necessary follow-up.

SamTrans-Sponsored Legislation

SamTrans sponsored SB 272 (Becker), which gives SamTrans the authority to use the job-order contract (JOC) method of procurement. JOC is a competitively solicited, fixed-price contracting method used for small maintenance and repair work. JOC results in on-call construction service contracts subject to a project labor agreement under which public agencies issue work orders for specific jobs at pre-determined prices. This contracting method provides accelerated project delivery, reduces administrative costs, and lowers construction costs. SamTrans will be the first transit district in the state with this authority. **This bill was signed by the Governor and will take effect on January 1, 2026.**

Bills of Interest – Final Outcomes

SB 71 (Wiener) CEQA Exemptions for Transit Projects – SUPPORT

Co-Sponsored by the California Transit Association, this bill extends the current January 1, 2030 sunset date established by SB 922 (Wiener, 2022) for statutorily authorized CEQA exemptions for transit and transportation projects to January 1, 2040, add additional project-types to the list of exemptions (ferry terminals, transit operational analysis, bus stops, bus shelters), and make substantive procedural changes surrounding board actions (i.e. board process for establishing a project's cost estimate). **This bill was signed by the Governor and will take effect on January 1, 2026.**

SB 79 (Wiener) Transit Oriented Development – WATCH

This bill requires that a residential development proposed within one-half or one-quarter mile of a transit-oriented development stop be an allowed use on any site zoned for residential, mixed, commercial, and further requires that the development be eligible for streamlined, ministerial approval, while establishing allowable densities on these properties. Amendments taken to the bill late in the Legislative Session reduced the number of communities impacted by the bill by: limiting the applicability of its streamlining provisions to projects located near existing or currently planned Tier 1 or Tier 2 transit-oriented development stops in the 8 most transit-rich counties of the state, including San Mateo County, unless a local jurisdiction chooses to designate a station as a Tier 3 transit-oriented stop; removing ferries and low frequency commuter rail from the service types that may define a Tier 3 transit-oriented stop; and creating exemptions from its streamlining provisions to protect historical resources and limit greater density in very high fire severity zones and in local jurisdictions that have already upzoned station areas. Additionally, these amendments would advance new housing affordability and anti-demolition and displacement provisions and limit transit agencies' land use authority. SamTrans staff are working with their state advocates to determine how the bill will impact San Mateo County. **This bill was signed by the Governor and will take effect on January 1, 2026.**

SB 512 (Pérez) Transportation District Elections: Initiatives – WATCH

This bill would have clarified how jurisdictions may, by initiative, impose transactions and use taxes (TUTs) for transportation purposes. **This bill was vetoed by the Governor, stating "[t]he courts have**

consistently and repeatedly affirmed this existing authority; therefore, this bill is unnecessary.” Please see the full veto message [here](#).

SB 707 (Durazo) Brown Act Reform – WATCH

This bill includes several different provisions related to the Brown Act.

First, it extends existing authority permitting the limited use of remote participation for board members under certain circumstances. This authorization – originally set out in AB 2449 (Rubio) – was set to expire at the end of 2025. Earlier this year, AB 259 (Rubio), had sought to extend these provisions, but was held in the Senate Local Government Committee. SamTrans supported AB 259.

Second, SB 707 also allows for entirely remote participation for advisory or subsidiary bodies, including for any relevant SamTrans bodies. Notably, elected officials would be exempt from this allowance; they would still need to post their location and open that location to the public. This provision of the bill also requires that the advisory or subsidiary body offers a remote option and at least one physical location where members of the public can attend and participate. This general authority was included earlier in 2025 in SB 239 (Arreguín), which was moved to the inactive file in early June. SamTrans supported SB 239.

Lastly, SB 707 creates a new category of legislative bodies – an “eligible legislative body” – and includes any of the following:

- A city council of a city of 30,000 or more people
- A county board of supervisors with a population of 30,000 or more
- A city council located in a county of 600,000 or more people
- Board of directors of a special district whose:
 - Boundaries which are *co-terminus* with a county of 600,000 or more people, *and* the district has over 200 full-time employees; OR
 - The special district has over 1,000 full-time employees; OR
 - The special district has annual revenues in excess of \$400,000,000 *and* the district has over 200 full-time employees

These bodies – which would include SamTrans – are required under SB 707 to provide two-way teleconference opportunities for the public, to provide language translations of their agenda, and to reasonably assist members of the public with translation services. **This bill was signed by the Governor and will take effect on January 1, 2026, except for the new requirements for “eligible legislative bodies” – this provision will take effect on July 1, 2026.**

AB 394 (Wilson) Enhanced Penalties for Transit Employee Assaults – SUPPORT

This bill enhances the safety and security of California's public transportation systems by strengthening protections for transit operators, employees, and passengers. The bill accomplishes this goal by expanding existing law (Penal Code Section 243.3) to protect all transit employees against battery. In addition, AB 394 clarifies that transit agencies are in fact employers for purposes of acquiring a temporary restraining order. The bill is co-sponsored by the California Transit Association, the Amalgamated Transit Union (ATU), the Teamsters, and SMART-TD. **This bill was signed by the Governor and will take effect on January 1, 2026.**

AB 476 (M. Gonzalez) Metal Theft – SUPPORT

This bill seeks to combat the theft of copper wire – an increasing problem affecting infrastructure, construction, and transit projects. The bill requires junk dealers and recyclers to collect more detailed transaction records and provide access to these records to law enforcement. The bill also increases the fine for junk dealers or recyclers who fail to follow the law. **This bill was signed by the Governor and will take effect on January 1, 2026.**

AB 1250 (Papan) Paratransit Operators: Recertification of Eligibility – SUPPORT

This bill requires transit operators, by June 1, 2027, to establish and use a streamlined recertification process for persons with permanent disabilities who were previously determined to be eligible for paratransit service. **This bill was signed by the Governor and will take effect on January 1, 2026.**

**SamTrans
Federal Report
October 2025**

Congressional Update

Government Shutdown Continues

- The Senate returned to Washington on October 20 to vote for the 11th time on H.R. 5371, the House-passed continuing resolution. Senate Republicans will visit the White House for lunch on Tuesday to meet with the President to discuss their shutdown strategy. National Economic Council Director Kevin Hassett indicated the White House is looking at “stronger measures” to bring Senate Democrats to the table, which could include additional firings and funding cancellations. Additionally, programs like SNAP and WIC could run out of funding on November 1, leaving millions of Americans without federal food assistance, which could pressure lawmakers into reaching a deal to reopen the government.
- The House has not been in session since September 19, when it passed H.R. 5371, and Speaker Mike Johnson (R-LA) has reiterated that he will not reconvene the chamber until the government is reopened. Members remain advised that they will have 48 hours’ notice to return to Washington for votes as needed. The House will also likely need to return to vote on an additional CR that extends funding past November 21.
- Senate Democratic Leader Chuck Schumer (D-NY) has made it clear that Senate Democrats will not support a CR unless Republicans are willing to include extensions for ACA subsidies. In response, Majority Leader Thune has offered to hold a Senate vote on renewing the ACA subsidies, but only after Democrats vote to reopen the government.
- As the shutdown continues, imminent impacts are looming for key nutrition programs, such as the Supplemental Nutrition Assistance Program (SNAP) and the Special Supplemental Nutrition Program for Women, Infants, and Children (WIC). The USDA and state agencies have been using reserve funds to keep WIC and SNAP running, including a one-time infusion of \$300 million in repurposed tariffs to keep WIC afloat. However, funding will be exhausted by November 1 in many states. Without new funding, millions of low-income families could see their food aid cut off within weeks, increasing pressure on Congress to act.
- There are ongoing reports that individual members in the Senate are having discussions on proposals to reopen the government, but talks remain informal and

no substantive or leadership-driven negotiations have developed. With the looming expiration of the ACA enhanced premium tax credits (PTCs) remaining front and center, a couple of potential solutions include lowering the income cap to qualify for ACA subsidies and a paired vote to reopen the government, coupled with a vote on a short-term extension of the ACA subsidies.

- President Trump and White House Office of Management and Budget (OMB) Director Russell Vought continue to threaten RIFs in the likely event that the shutdown continues. However, the Department of Transportation (DOT) has largely avoided the mass firings that have rattled some agencies.
- For the [Department of Transportation](#), the Highway Administration (FHWA) continues to operate, and Infrastructure Investment and Jobs Act (IIJA) grants are still being disbursed. The Federal Transit Administration (FTA) will remain largely operational; however, it is unlikely FTA officials will award new grants. The Federal Railroad Administration (FRA) will experience a furlough rate of approximately 23%, while approximately half of workers will remain without pay.

Senate Confirms FRA Administrator

- On October 7, the Senate confirmed David Armstrong Fink as the Administrator for the FRA. Fink's nomination was passed on a party-line vote in the Senate, along with three other nominees. Before joining the Trump Administration, Fink served as President of Pan Am Railways.
- Joining Fink in being confirmed were Derek Barrs to lead the Federal Motor Carrier Safety Administration (FMCSA), Michael Rutherford to be assistant secretary for multimodal freight infrastructure and policy, and Gregory Zerzan to be general counsel at DOT.

Senate Advances Seval Oz for DOT Lead on Research and Technology

- The Senate Commerce, Science, and Transportation Committee voted 16-12 to advance the nomination of Seval Oz to lead research and technology at the Transportation Department. Prior to her nomination, Oz worked at Google in its self-driving car portfolio. Oz is also the sister of Centers for Medicare and Medicaid Director Mehmet Oz.
- Oz's nomination will now be taken up by the full Senate, where she will need 50 votes to be confirmed.

ROAD to Housing Act Includes Provisions for Increasing Housing-Transit Connections

- On September 10, the Senate advanced the ROAD to Housing Act as a Manager's Amendment included in the FY26 National Defense Authorization Act (NDAA). One key provision within the bill is the Build More Housing Near Transit Act.
- The Build More Housing Near Transit Act encourages municipalities to build housing when expanding public transit systems. It specifically amends the Capital Investment Grants (CIG) program to provide an optional increased rating in FTA's evaluation process for projects in areas that establish pro-housing policy near public transportation routes.

Republican Senators Introduce Transit Crime Reporting Act of 2025

- Senate Banking Committee Chairman Tim Scott (R-SC), joined by Senator Thom Tillis (R-NC), introduced the Transit Crime Reporting Act of 2025. The bill aims to strengthen oversight and reporting of crime on American public transportation, as well as implement new strategies to protect riders and transit workers.
- The bill requires FTA to enhance its reporting of violent and non-violent crimes to Congress and would establish a task force charged with recommending ways to mitigate violence on public transit. The 13-member task force will include the FTA Administrator (as chair), five transit agency leaders representing diverse geographies and systems, three representatives of law enforcement agencies, two transit workers, and two representatives from national transit associations.

Administration Update

Sens. Padilla and Schiff Condemn Cancellation of Hydrogen Hub Funding

- Sens. Alex Padilla (D-CA) and Adam Schiff (D-CA) condemned the Trump Administration's unilateral cancellation of over \$7.5 billion for clean energy project development. Included was \$1.5 billion designated for California's Alliance for Renewable Clean Hydrogen Energy Systems (ARCHES) hydrogen hub.
- The Senators accused the Department of Energy's move of being unlawful. Since the start of the government shutdown, OMB Director Russ Vought has sought to cancel projects in Democratic states and districts. While the Department of Energy (DOE) was the entity primarily responsible for the cancellation, Vought, under direction from President Trump, is leading the effort.
- In a [letter](#) to DOE Secretary Chris Wright, Padilla and Schiff cite the hub's expected creation and support of 220,000 good-paying jobs. However, it is unclear whether

DOE will reverse its decision or if any legal action will be successful in returning funding.

DOT Requests Nominations for the Beautifying Transportation Infrastructure Council

- The Department of Transportation is [requesting nominations](#) for the Beautifying Transportation Infrastructure Council. The Council will advise the Secretary of Transportation on enhancing the aesthetic value of the nation's transportation systems. In particular, the Council provides recommendations on policies, designs, and funding priorities that beautify transportation infrastructure, including highways, bridges, and transit hubs, while maintaining safety and efficiency. The Council identifies best practices, develops aesthetic performance metrics, and advises on projects that enhance public spaces and reflect local character.
- The Council will comprise up to 11 members, including architects, landscape designers, urban planners, artists, transportation engineers, historic preservationists, and other community advocates, and representatives from State, local, and Tribal governments. The deadline for nominations for Council members must be received on or before November 21, 2025.

San Mateo County Transit District State Legislative Matrix 10/20/2025

Bill ID/Topic	Location	Summary	Position
AB 102 Gabriel D Budget Act of 2025.	This bill was signed by the Governor on June 27, 2025.	The Budget Act of 2025 would make appropriations for the support of state government for the 2025–26 fiscal year. This bill would amend the Budget Act of 2025 by amending, adding, and repealing items of appropriation and making other changes. This bill would declare that it is to take effect immediately as a Budget Bill.	Watch
AB 339 Ortega D Local public employee organizations: notice requirements.	This bill was signed by the Governor on October 13, 2025.	Existing law, the Meyers-Milias-Brown Act, contains various provisions that govern collective bargaining of local represented employees and delegates jurisdiction to the Public Employment Relations Board to resolve disputes and enforce the statutory duties and rights of local public agency employers and employees. Existing law requires the governing body of a public agency to meet and confer in good faith regarding wages, hours, and other terms and conditions of employment with representatives of recognized employee organizations. Existing law requires the governing body of a public agency, and boards and commissions designated by law or by the governing body, to give reasonable written notice, except in cases of emergency, as specified, to each recognized employee organization affected of any ordinance, rule, resolution, or regulation directly relating to matters within the scope of representation proposed to be adopted by the governing body or the designated boards and commissions. This bill would require the governing body of a public agency, and boards and commissions designated by law or by the governing body of a public agency, to give the recognized employee organization no less than 45 days' written notice before issuing a request for proposals, request for quotes, or renewing or extending an existing contract to perform services that are within the scope of work of the job classifications represented by the recognized employee organization, subject to certain exceptions. The bill would require the notice to include specified information, including the anticipated duration of the contract. The bill would also require the public agency, if an emergency or other exigent circumstance prevents the public agency from providing the written notice described above, to provide as much advance notice as is practicable under the circumstances. By imposing new duties on local public agencies, the bill would impose a state-mandated local program. This bill contains other existing laws.	Watch

San Mateo County Transit District State Legislative Matrix 10/20/2025

Bill ID/Topic	Location	Summary	Position
AB 370 Carrillo D California Public Records Act: cyberattacks.	This bill was signed by the Governor on July 14, 2025.	The California Public Records Act requires state and local agencies to make their records available for public inspection, except as specified. Existing law requires each agency, within 10 days of a request for a copy of records, to determine whether the request seeks copies of disclosable public records in possession of the agency and to promptly notify the person of the determination and the reasons therefor. Existing law authorizes that time limit to be extended by no more than 14 days under unusual circumstances, and defines “unusual circumstances” to include, among other things, the need to search for, collect, and appropriately examine records during a state of emergency when the state of emergency currently affects the agency’s ability to timely respond to requests due to staffing shortages or closure of facilities, as provided. This bill would also expand the definition of unusual circumstances to include the inability of the agency, because of a cyberattack, to access its electronic servers or systems in order to search for and obtain a record that the agency believes is responsive to a request and is maintained on the servers or systems in an electronic format. Under the bill, the extension would apply only until the agency regains its ability to access its electronic servers or systems and search for and obtain electronic records that may be responsive to a request. This bill contains other related provisions and other existing laws.	Watch
AB 394 Wilson D Public transportation providers.	This bill was signed by the Governor on October 1, 2025.	Existing law defines a battery as any willful and unlawful use of force or violence upon the person of another. Existing law provides that when a battery is committed against the person of an operator, driver, or passenger on a bus, taxicab, streetcar, cable car, trackless trolley, or other motor vehicle, as specified, and the person who commits the offense knows or reasonably should know that the victim is engaged in the performance of their duties, the penalty is imprisonment in a county jail not exceeding one year, a fine not exceeding \$10,000, or both the fine and imprisonment. Existing law also provides that if the victim is injured, the offense would be punished by a fine not exceeding \$10,000, by imprisonment in a county jail not exceeding one year or in the state prison for 16 months, 2, or 3 years, or by both that fine and imprisonment. This bill would expand this crime to apply to an employee, public transportation provider, or contractor of a public transportation provider. By expanding the scope of an existing crime, the bill would impose a state-mandated local program. This bill contains other related provisions and other existing laws.	Support March 2025

San Mateo County Transit District State Legislative Matrix 10/20/2025

Bill ID/Topic	Location	Summary	Position
AB 476 González, Mark D Metal theft.	This bill was signed by the Governor on October 13, 2025.	Existing law governs the business of buying, selling, and dealing in secondhand and used machinery and all ferrous and nonferrous scrap metals and alloys, also known as “junk.” Existing law requires junk dealers and recyclers to keep a written record of all sales and purchases made in the course of their business, including the place and date of each sale or purchase of junk and a description of the item or items, as specified. Existing law requires the written record to include a statement indicating either that the seller of the junk is the owner of it, or the name of the person they obtained the junk from, as shown on a signed transfer document. Existing law prohibits a junk dealer or recycler from providing payment for nonferrous materials until the junk dealer or recycler obtains a copy of a valid driver’s license of the seller or other specified identification. Existing law requires a junk dealer or recycler to preserve the written record for at least 2 years. Existing law makes a violation of the recordkeeping requirements a misdemeanor. This bill would require junk dealers and recyclers to include additional information in the written record, including the time and amount paid for each sale or purchase of junk made, and the name of the employee handling the transaction. The bill would revise the type of information required to be included in the description of the item or items of junk purchased or sold, as specified. The bill would require the statement referenced above indicating ownership or the name of the person from whom the seller obtained the junk from to be signed. This bill contains other related provisions and other existing laws.	Support July 2025
AB 996 Pellerin D Public Resources: sea level rise plans.	This bill was signed by the Governor on October 3, 2025.	Existing law requires local governments lying in whole or in part within the coastal zone or within the jurisdiction of the San Francisco Bay Conservation and Development Commission to, on or before January 1, 2034, develop a sea level rise plan with specified required content as part of a local coastal program that is subject to approval by the California Coastal Commission or the San Francisco Bay Conservation and Development Commission. This bill would authorize the applicable commission, when approving a local coastal plan or an amendment to a local coastal plan, to deem existing sea level rise information or plans prepared by a local government to satisfy the content requirements for a sea level rise plan. The bill would provide that local governments are encouraged, on or before January 1, 2029, to consult with the California Coastal Commission, in a voluntary early consultation, regarding sea level rise plans in the preparation of a local coastal program or an amendment to a local coastal program.	Watch
AB 1014 Rogers D Traffic safety: speed limits.	This bill was signed by the Governor on October 3, 2025.	Existing law establishes various default speed limits for vehicles upon highways, as specified. Existing law requires the Department of Transportation, by regulation, to require speed limits to be rounded up or down to the nearest 5 miles per hour of the 85th percentile of free-flowing traffic. Existing law authorizes a local authority to additionally lower the speed limit in specified circumstances, or retain the currently adopted speed limit in certain circumstances. This bill would authorize the department to additionally lower or retain the speed limit in those specified circumstances. This bill contains other related provisions and other existing laws.	Watch

San Mateo County Transit District State Legislative Matrix 10/20/2025

Bill ID/Topic	Location	Summary	Position
AB 1067 Quirk-Silva D Public employees' retirement: felony convictions.	This bill was signed by the Governor on October 6, 2025.	Existing law, the California Public Employees' Pension Reform Act of 2013, requires a public employee who is convicted of any state or federal felony for conduct arising out of, or in the performance of, the public employee's official duties in pursuit of the office or appointment, or in connection with obtaining salary, disability retirement, service retirement, or other benefits, to forfeit all accrued rights and benefits in any public retirement system from the earliest date of the commission of the felony to the date of conviction, and prohibits the public employee from accruing further benefits in that public retirement system. Existing law defines "public employee" for purposes of these provisions to mean an officer, including one who is elected or appointed, or an employee of a public employer. Existing law also requires an elected public officer, who takes public office, or is reelected to public office, on or after January 1, 2006, and who is convicted during or after holding office of any felony involving accepting or giving, or offering to give, any bribe, the embezzlement of public money, extortion or theft of public money, perjury, or conspiracy to commit any of those crimes arising directly out of their official duties as an elected public officer, to forfeit all rights and benefits under, and membership in, any public retirement system in which they are a member, effective on the date of final conviction, as provided. This bill would require a public employer that is investigating a public employee for misconduct arising out of or in the performance of, the public employee's official duties in pursuit of the office or appointment, or in connection with obtaining salary, disability retirement, service retirement, or other benefits, to continue the investigation even if the public employee retires while under investigation, if the investigation indicates that the public employee may have committed a crime. The bill would require a public employer, if the investigation indicates that the public employee may have committed a crime, to refer the matter to the appropriate law enforcement agency, and would then authorize the public employer to close the investigation. Under the bill, if the public employee is convicted of a felony for any conduct described above, the public employee would forfeit all accrued rights and benefits in any public retirement system pursuant to the provisions governing forfeiture described above. This bill contains other related provisions and other existing laws.	Watch

San Mateo County Transit District State Legislative Matrix 10/20/2025

Bill ID/Topic	Location	Summary	Position
AB 1085 Stefani D License plates: obstruction or alteration.	This bill was signed by the Governor on October 1, 2025.	Existing law prohibits a person from erasing the reflective coating of, painting over the reflective coating of, or altering a license plate to avoid visual or electronic capture of the license plate or its characters by state or local law enforcement. Existing law prohibits a person from installing or affixing on a vehicle a casing, shield, frame, border, product, or other device that obstructs or impairs the reading or recognition of a license plate by an electronic device operated by state or local law enforcement, an electronic device operated in connection with a toll road, high-occupancy toll lane, toll bridge, or other toll facility, or a remote emission sensing device, as specified. Existing law also prohibits the sale of a product or device that obscures, or is intended to obscure, the reading or recognition of a license plate by visual means, or by an electronic device in violation of the above-described provisions. A conviction for a violation of this provision is punishable by a fine of two hundred fifty dollars \$250 per item sold or per violation. A violation of the Vehicle Code is a crime. This bill would further prohibit a person from installing or affixing a shade or tint that obstructs the reading or recognition of a license plate by an electronic device operated by state or local law enforcement, an electronic device operated in connection with a toll road, high-occupancy toll lane, toll bridge, or other toll facility, or a remote emission sensing device, as specified. The bill would further prohibit the manufacture of these products and devices in the state and impose a \$1,000 fine per item sold or manufactured for a violation of these provisions. The bill would also make clarifying changes. By creating a new crime, this bill would impose a state-mandated local program. This bill contains other related provisions and other existing laws.	Watch
AB 1207 Irwin D Climate change: market-based compliance mechanism: extension.	This bill was signed by the Governor on September 19, 2025.	The California Global Warming Solutions Act of 2006 requires the State Air Resources Board to adopt regulations for greenhouse gas emissions limits and emissions reduction measures to achieve the maximum technologically feasible and cost-effective reductions in greenhouse gas emissions in furtherance of achieving the statewide greenhouse gas emissions limit, as defined. The act authorizes the state board to revise regulations or adopt additional regulations to further the act. The act authorizes that state board to include in those regulations the use of a market-based compliance mechanism to comply with those regulations. This bill would require the state board to adopt regulations for greenhouse gas emissions limits and emissions reduction measures to achieve the maximum technologically feasible and cost-effective reductions in greenhouse gas emissions to instead achieve certain emissions reductions goals and the purposes of the act. The bill would require the state board, in adopting regulations, to design the regulations in a manner that transitions support from gas corporations to electrical distribution utilities to minimize ratepayer impacts and meet the emissions reduction goals of the act. The bill would require the state board to consider the effects of the regulations on affordability, cost-effectiveness, minimization of leakage in California, and achieving the emissions reduction goals of the act. The bill would state the intent of the Legislature that the market-based compliance mechanism be known as the California Cap-and-Invest Program. This bill contains other existing laws.	Watch

San Mateo County Transit District State Legislative Matrix 10/20/2025

Bill ID/Topic	Location	Summary	Position
AB 1250 Papan D Transit operators: paratransit: recertification of eligibility.	This bill was signed by the Governor on October 13, 2025.	Under the Mills-Alquist-Deddeh Act, also known as the Transportation Development Act, revenues from a 1/4 percent sales tax in each county are, among other things, available for allocation by the transportation planning agency to transit operators and for community transit services. Existing law requires a transit operator that receives funds through the Mills-Alquist-Deddeh Act and that provides dial-a-ride or paratransit service to provide those services consistent with certain requirements. This bill would require, on or before January 1, 2027, transit operators, as defined, to establish a streamlined recertification process for eligible persons, as specified. The bill would require, on and after June 1, 2027, transit operators to only use the streamlined recertification process for eligible persons unless certain conditions apply. The bill would define “eligible persons” as persons who receive, or who are eligible to receive, paratransit services based on a disability and whose disability cannot reasonably be expected to improve over time, as determined by the person’s qualified licensed medical professional, and whose ability to access the fixed route system cannot reasonably be expected to improve over time, as determined by the transit operator. To the extent the bill would impose additional duties on a local agency, it would impose a state-mandated local program. This bill contains other related provisions and other existing laws.	Support August 2025

San Mateo County Transit District State Legislative Matrix 10/20/2025

Bill ID/Topic	Location	Summary	Position
AB 1340 Wicks D Transportation network company drivers: labor relations.	This bill was signed by the Governor on October 3, 2025.	Existing law declares the public policy of the state regarding labor organization, including, among other things, that it is necessary for a worker to have full freedom of association, self-organization, and designation of representatives of their own choosing, to negotiate the terms and conditions of their employment, and to be free from the interference, restraint, or coercion of employers of labor, or their agents, in the designation of such representatives or in self-organization or in other concerted activities for the purpose of collective bargaining or other mutual aid or protection. Existing law, the Protect App-Based Drivers and Services Act, added by Proposition 22, as approved by the voters at the November 3, 2020, statewide general election (the initiative), categorizes app-based drivers for network companies, as defined, as independent contractors if certain conditions are met. Existing law requires, among other things, that the network company provide a health care subsidy to qualifying app-based drivers, provide a minimum level of compensation for app-based drivers, and not restrict app-based drivers from working in any other lawful occupation or business. Existing case law holds that specified provisions of the initiative are invalid on separation of powers grounds; however, the court severed the unconstitutional provisions, allowing the rest of the initiative to remain in effect. Existing law also establishes the Public Employment Relations Board (board) in state government as a means of resolving disputes and enforcing the statutory duties and rights of specified public employers and employees under various acts regulating collective bargaining. Existing law vests the board with jurisdiction to enforce certain provisions over charges of unfair practices for represented employees. This bill, the Transportation Network Company Drivers Labor Relations Act (act), would establish that transportation network company (TNC) drivers have the right to form, join, and participate in the activities of TNC driver organizations, to bargain through representatives of their own choosing, to engage in concerted activities for the purpose of bargaining or other mutual aid or protection, and to refrain from such activities. The bill would require the board to enforce these provisions. This bill contains other related provisions and other existing laws.	Watch

San Mateo County Transit District State Legislative Matrix 10/20/2025

Bill ID/Topic	Location	Summary	Position
AB 1410 Garcia D Utilities: service outages and updates: alerts.	This bill was signed by the Governor on October 6, 2025.	Existing law vests the Public Utilities Commission with regulatory authority over public utilities, including electrical corporations, gas corporations, and water corporations, while local publicly owned electric utilities are under the direction of their governing boards. If the commission finds after a hearing that the rules, practices, equipment, appliances, facilities, or service of any public utility, or the methods of manufacture, distribution, transmission, storage, or supply employed by the public utility, are unjust, unreasonable, unsafe, improper, inadequate, or insufficient, the Public Utilities Act requires the commission to determine and, by order or rule, fix the rules, practices, equipment, appliances, facilities, service, or methods to be observed, furnished, constructed, enforced, or employed. This bill would require, except as provided, each electrical corporation, gas corporation, water corporation, or local publicly owned electric utility, on or before March 1, 2026, to automatically enroll its customers in alerts for service outages and updates. The bill would require customers to be provided with the opportunity to opt-out of any alerts they do not wish to receive, except as provided. The bill would require each of those utilities to annually provide information on customers' bills on how to update their preferred contact methods and to allow customers to update their contact information on the utility's internet website or, if feasible, by telephone. This bill contains other related provisions and other existing laws.	Watch
SB 30 Cortese D Diesel-powered on-track equipment: decommissioning: resale and transfer restrictions.	This bill was signed by the Governor on October 13, 2025.	Existing law provides various provisions applicable to all public transit and transit districts and includes specific requirements applicable to public entities that operate commuter rail or rail transit systems. This bill would prohibit a public entity that owns diesel-powered on-track equipment from selling, donating, or otherwise transferring ownership of that equipment for continued use after the public entity decommissions the equipment. The bill would exempt the sale, donation, or transfer of the ownership of that equipment from the prohibition if the equipment is deemed to be in one of specified categories of emissions standards designated by the federal government for locomotives, the equipment produces emissions equivalent to any equipment within any of those federal categories, or the diesel engine is removed from the equipment, as specified.	Watch

San Mateo County Transit District State Legislative Matrix 10/20/2025

Bill ID/Topic	Location	Summary	Position
SB 63 Wiener D San Francisco Bay area: local revenue measure: public transit funding.	This bill was signed by the Governor on October 13, 2025.	Existing law creates the Metropolitan Transportation Commission as a local area planning agency for the 9-county San Francisco Bay area with comprehensive regional transportation planning and other related responsibilities. Existing law creates various transit districts located in the San Francisco Bay area, with specified powers and duties relating to providing public transit services. This bill would establish the Public Transit Revenue Measure District with jurisdiction extending throughout the boundaries of the Counties of Alameda, Contra Costa, San Mateo, and Santa Clara and the City and County of San Francisco and would require the district to be governed by the same board that governs the commission, thereby imposing a state-mandated local program. The bill would authorize a retail transactions and use tax applicable to the entire district to be imposed by the board of the district or by a qualified voter initiative for a duration of 14 years, and in an amount of 0.5% in each of the above-described counties located within the district and 1% in the City and County of San Francisco, subject to voter approval at the November 3, 2026, statewide general election. After payments are made for various administrative expenses, the bill would require the district to transfer specified portions of the proceeds of the tax to the commission for allocation to certain programs and other purposes and for allocation to the Alameda-Contra Costa Transit District, the Peninsula Corridor Joint Powers Board, commonly known as Caltrain, the San Francisco Bay Area Rapid Transit District, the San Francisco Municipal Transportation Agency, and other specified transit agencies, for transit operations expenses, and would require the district to transfer specified portions of the proceeds of the tax directly to other specified local transportation agencies, including the San Mateo County Transit District and the Santa Clara Valley Transportation Authority, for public transit expenses, as prescribed. This bill contains other related provisions and other existing laws.	Support if amended August 2025

San Mateo County Transit District State Legislative Matrix 10/20/2025

Bill ID/Topic	Location	Summary	Position
SB 71 Wiener D California Environmental Quality Act: exemptions: transit projects.	This bill was signed by the Governor on October 13, 2025.	The California Environmental Quality Act (CEQA) requires a lead agency, as defined, to prepare, or cause to be prepared, and certify the completion of an environmental impact report on a project that it proposes to carry out or approve that may have a significant effect on the environment or to adopt a negative declaration if it finds that the project will not have that effect. CEQA also requires a lead agency to prepare a mitigated negative declaration for a project that may have a significant effect on the environment if revisions in the project would avoid or mitigate that effect and there is no substantial evidence that the project, as revised, would have a significant effect on the environment. CEQA, until January 1, 2030, exempts from its requirements active transportation plans, pedestrian plans, or bicycle transportation plans for the restriping of streets and highways, bicycle parking and storage, signal timing to improve street and highway intersection operations, and the related signage for bicycles, pedestrians, and vehicles. This bill would extend the operation of the above-mentioned exemption indefinitely. The bill would also exempt a transit comprehensive operational analysis, as defined, a transit route readjustment, or other transit agency route addition, elimination, or modification, from the requirements of CEQA. Because a lead agency would be required to determine whether a plan qualifies for this exemption, the bill would impose a state-mandated local program. This bill contains other related provisions and other existing laws.	Support March 2025

San Mateo County Transit District State Legislative Matrix 10/20/2025

Bill ID/Topic	Location	Summary	Position
SB 79 Wiener D Housing development: transit-oriented development.	This bill was signed by the Governor on October 10, 2025.	Existing law, the Planning and Zoning Law, requires each county and city to adopt a comprehensive, long-term general plan for the physical development of the county or city, and specified land outside its boundaries, that contains certain mandatory elements, including a housing element. Existing law requires that the housing element consist of an identification and analysis of existing and projected housing needs and a statement of goals, policies, quantified objectives, financial resources, and scheduled programs for the preservation, improvement, and development of housing, as specified. Existing law requires that the housing element include, among other things, an assessment of housing needs and an inventory of resources and constraints that are relevant to the meeting of these needs, including an inventory of land suitable for residential development, as provided. Existing law, for the 4th and subsequent revisions of the housing element, requires the Department of Housing and Community Development to determine the existing and projected need for housing for each region, as specified, and requires the appropriate council of local governments, or the department for cities and counties without a council of governments, to adopt a final regional housing need plan that allocates a share of the regional housing need to each locality in the region. Existing law requires the inventory of land to be used to identify sites throughout the community that can be developed for housing within the planning period and that are sufficient to provide for the jurisdiction's share of the regional housing need. Existing law requires each local government to revise its housing element in accordance with a specified schedule. This bill would require that a housing development project, as defined, within a specified distance of a transit-oriented development (TOD) stop, as defined, be an allowed use as a transit-oriented housing development on any site zoned for residential, mixed, or commercial development, if the development complies with applicable requirements, as specified. Among these requirements, the bill would require a project to include at least 5 dwelling units and establish requirements concerning height limits, density, and residential floor area ratio in accordance with a development's proximity to specified tiers of TOD stops, as provided. The bill would provide that, for the purposes of the Housing Accountability Act, a proposed development consistent with the applicable standards of these provisions as well as applicable local objective general plan and zoning standards shall be deemed consistent, compliant, and in conformity with prescribed requirements, as specified. The bill would provide that a local government that denies a project meeting the requirements of these provisions located in a high-resource area, as defined, would be presumed in violation of the Housing Accountability Act, as specified, and immediately liable for penalties, beginning on January 1, 2027, as provided. These provisions would not apply to a local agency until July 1, 2026, except as specified, or within unincorporated areas of counties until the 7th regional housing needs allocation cycle. The bill would specify that a development proposed pursuant to these provisions is eligible for streamlined, ministerial approval pursuant to specified law, except that the bill would exempt a project under these provisions from specified requirements and would specify that the project is required to comply with certain affordability requirements, under that law. This bill contains other related provisions and other existing laws.	Watch
SB 101 Wiener D Budget Act of 2025.	This bill was signed by the Governor on June 27, 2025.	This bill would make appropriations for the support of state government for the 2025–26 fiscal year. This bill would declare that it is to take effect immediately as a Budget Bill.	Watch

San Mateo County Transit District State Legislative Matrix 10/20/2025

Bill ID/Topic	Location	Summary	Position
SB 105 Wiener D Budget Acts of 2021, 2023, 2024, and 2025.	This bill was signed by the Governor on September 17, 2025.	The Budget Acts of 2021, 2023, 2024, and 2025 made appropriations for the support of state government for the 2021–22, 2023–24, 2024–25, and 2025–26 fiscal years, respectively. This bill would amend those budget acts by amending, adding, and repealing items of appropriation and making other changes. This bill would declare that it is to take effect immediately as a Budget Bill.	Watch
SB 131 Committee on Budget and Fiscal Review Public Resources.	This bill was signed by the Governor on June 30, 2025.	Existing law establishes the Homeless Housing, Assistance, and Prevention program, administered by the Interagency Council on Homelessness, with respect to rounds 1 to 5, inclusive, of the program, and the Department of Housing and Community Development, with respect to round 6 of the program, for the purpose of providing jurisdictions, as defined, with one-time grant funds to support regional coordination and expand or develop local capacity to address their immediate homelessness challenges, as specified. This bill would establish round 7 of the program. The bill would authorize the Department of Finance to augment Item 2240-001-0001 of the Budget Act of 2025 by \$8,000,000 from the General Fund to prepare to administer round 7 of the program, as specified. The bill would require the Department of Finance to provide notification of any augmentation within 10 days to the Joint Legislative Budget Committee. The bill would, effective July 1, 2026, appropriate \$500,000,000, as specified, provided that these funds be disbursed in accordance with specified requirements, including that funds from this appropriation be disbursed to a city, county, tribe, or continuum of care for round 7 of the program after a declaration by the director of the department, in consultation with the Director of Finance, that the department has substantially completed its initial disbursement of round 6 funds to the city, county, tribe, or continuum of care, and that the city, county, tribe, or continuum of care has obligated at least 50% of its total round 6 award. The bill would state the intent of the Legislature to enact future legislation that specifies the parameters for round 7 of the program, as specified. This bill contains other existing laws.	Watch

San Mateo County Transit District State Legislative Matrix 10/20/2025

Bill ID/Topic	Location	Summary	Position
SB 153 Committee on Budget and Fiscal Review Transportation budget trailer bill.	This bill was signed by the Governor on September 17, 2025.	Existing law imposes various functions and duties on the State Air Resources Board relating to reducing emissions of air pollutants. Existing law requires the state board to identify toxic air contaminants that are emitted into the ambient air of the state and to adopt airborne toxic control measures to reduce emissions of toxic air contaminants. Pursuant to its authority, the state board has adopted the Transport Refrigeration Unit Regulation to reduce emissions of toxic air contaminants and other pollutants from diesel-fueled transport refrigeration units used to power electrically driven refrigerated shipping containers and trailers that are operated in California. Existing law authorizes the state board under certain circumstances to impose a fee to cover the cost of its regulation of specified activities. This bill would authorize the state board to impose a fee on any entity regulated by the state board under the Transport Refrigeration Unit Regulation for the state board's reasonable regulatory costs associated with the implementation, administration, and enforcement of that regulation, as specified. The bill would require the revenues collected from the fee to be deposited into the Certification and Compliance Fund and to be expended, upon appropriation by the Legislature, for those costs. This bill contains other existing laws.	Watch
SB 272 Becker D San Mateo County Transit District: job order contracting: pilot program.	This bill was signed by the Governor on October 3, 2025.	The Local Agency Public Construction Act sets forth procedures that a local agency is required to follow when procuring certain services or work. The act also sets forth specific public contracting requirements for certain transit districts, including the San Mateo County Transit District for construction work contracts. The act authorizes certain local agencies, including school districts and community college districts, to engage in job order contracting, as prescribed. This bill would establish a pilot program to authorize the San Mateo County Transit District to use job order contracting as a procurement method. The bill would impose a \$5,000,000 cap on awards under a single job order contract and a \$1,000,000 cap on any single job order. The bill would limit the term of an initial contract to a maximum of 12 months, with extensions as prescribed. The bill would establish various procedures and requirements for the use of job order contracting under the pilot program. The bill would require the district, on or before January 1, 2030, to submit to the appropriate policy and fiscal committees of the Legislature a report on the use of job order contracting under the bill. The pilot program would be repealed on January 1, 2032. This bill would make legislative findings and declarations as to the necessity of a special statute for the San Mateo County Transit District.	Sponsor February 2025

San Mateo County Transit District State Legislative Matrix 10/20/2025

Bill ID/Topic	Location	Summary	Position
SB 506 Committee on Transportation Transportation: omnibus bill.	This bill was signed by the Governor on October 6, 2025.	Existing law establishes the Tri-Valley-San Joaquin Valley Regional Rail Authority for purposes of planning, developing, and delivering cost-effective and responsive transit connectivity between the Bay Area Rapid Transit District's rapid transit system and the Altamont Corridor Express commuter rail service in the Tri-Valley that meets the goals and objectives of the community, as specified. Existing law requires the authority's governing board to be composed of 15 representatives. The bill would replace the Mountain House Community Services District with the City of Mountain House on the authority's governing board. This bill contains other related provisions and other existing laws.	Watch
SB 578 Smallwood-Cuevas D California Workplace Outreach Program.	This bill was signed by the Governor on October 13, 2025.	Existing law establishes the Department of Industrial Relations within the Labor and Workforce Development Agency to, among other things, foster, promote, and develop the welfare of wage earners, to improve their working conditions, and to advance their opportunities for profitable employment. This bill would, until January 1, 2031, require the department, upon appropriation of funds for this purpose, to establish and maintain the California Workplace Outreach Program to promote awareness of, and compliance with, workplace protections that affect workers. The bill would require the department to issue a competitive request for application for qualified organizations, as defined, to provide education and outreach services to workers and to assist workers to assert their workplace rights. This bill would require the department to guide discussions with qualified organizations regarding priority topics for outreach and education and to consult with those organizations and the Labor and Workforce Development Agency and, as relevant, its departments and boards to create education and outreach materials informing workers of their rights on priority topics and training materials for workers and organizations. The bill would require the materials to be translated into non-English languages, to be determined by the department in consultation with each qualified organization, as appropriate for the geographic region the qualified organization serves. The bill would require the department and qualified organizations to meet at least twice a year to coordinate outreach and education efforts and for qualified organizations to share information relevant to enforcement activities of the department.	Watch
SB 642 Limón D Employment: payment of wages.	This bill was signed by the Governor on October 8, 2025.	Existing law imposes varying requirements upon employers to share the pay scale for a position with an applicant or in a job posting, as provided. Existing law defines "pay scale" as the salary or hourly wage range that the employer reasonably expects to pay for the position. This bill would revise the definition of "pay scale" to mean an estimate of this expected wage range that an employer reasonably expects to pay for the position upon hire and is made in good faith. This bill contains other related provisions and other existing laws.	Watch

San Mateo County Transit District State Legislative Matrix 10/20/2025

Bill ID/Topic	Location	Summary	Position
SB 707 Durazo D Open meetings: meeting and teleconference requirements.	This bill was signed by the Governor on October 3, 2025.	Existing law, the Ralph M. Brown Act, requires, with specified exceptions, that all meetings of a legislative body, as defined, of a local agency be open and public and that all persons be permitted to attend and participate. This bill would, beginning July 1, 2026, and until January 1, 2030, require an eligible legislative body, as defined, to comply with additional meeting requirements, including that, except as specified, all open and public meetings include an opportunity for members of the public to attend via a 2-way telephonic service or a 2-way audiovisual platform, as defined, and that the eligible legislative body take specified actions to encourage residents to participate in public meetings, as specified. The bill would require an eligible legislative body, on or before July 1, 2026, to approve at a noticed public meeting in open session a policy regarding disruption of telephonic or internet services occurring during meetings subject to these provisions, as specified, and would require the eligible legislative body to comply with certain requirements relating to disruption, including for certain disruptions, recessing the open session for at least one hour and making a good faith attempt to restore the service, as specified. This bill contains other related provisions and other existing laws.	Watch
SB 735 Committee on Local Government Validations.	This bill was signed by the Governor on July 14, 2025.	This bill would enact the First Validating Act of 2025, which would validate the organization, boundaries, acts, proceedings, and bonds of the state and counties, cities, and specified districts, agencies, and entities. This bill contains other related provisions.	Watch

San Mateo County Transit District
State Legislative Matrix 10/20/2025

Bill ID/Topic	Location	Summary	Position
AB 23 DeMaio R The Cost of Living Reduction Act of 2025.	This is a two-year bill.	Existing law vests the Public Utilities Commission (PUC) with regulatory authority over public utilities, including electrical corporations and gas corporations. Existing law vests the State Energy Resources Conservation and Development Commission (Energy Commission) with various responsibilities for developing and implementing the state's energy policies. This bill, the Cost of Living Reduction Act of 2025, would require the Energy Commission and the PUC to post, and update monthly, dashboards on their internet websites that include the difference in average gasoline prices and the average total price of electricity or natural gas in California compared to national averages, and any California-specific taxes, fees, regulations, and policies that directly or indirectly contribute to higher gasoline and electricity or natural gas prices within the state, as specified. The bill would require the Energy Commission and the PUC, on or before July 1, 2026, to each submit a report to the Legislature on the governmental and nongovernmental drivers of California's higher gasoline prices and higher electricity and natural gas prices, and recommendations for policy changes to reduce the costs associated with those drivers, as specified. If the average price of gasoline in California exceeds 10% of the national average in the preceding quarter, the bill would require all taxes and fees on gasoline, as specified, to be suspended for a period of 6 months, and, if the average price of electricity or natural gas in California exceeds 10% of the national average in the preceding quarter, the bill would require the PUC to suspend the collection of all fees, as specified, charged on electricity and natural gas bills for a period of 6 months. This bill contains other related provisions and other existing laws.	Watch
AB 33 Aguiar-Curry D Autonomous vehicles.	This is a two-year bill.	Existing law authorizes the operation of an autonomous vehicle on public roads for testing purposes by a driver who possesses the proper class of license for the type of vehicle operated if specified requirements are satisfied. Existing law prohibits the operation of an autonomous vehicle on public roads until the manufacturer submits an application to the Department of Motor Vehicles, as specified, and that application is approved. A violation of the Vehicle Code or a local ordinance adopted pursuant to that code is an infraction. This bill would prohibit the delivery of commercial goods, as defined, directly to a residence or to a business for its use or retail sale through the operation of an autonomous vehicle without a human safety operator on any highway within the State of California. The bill would make a first violation of this provision subject to a \$10,000 administrative fine and a \$25,000 administrative fine for subsequent violations. The bill would authorize the department to suspend or revoke the permit of an autonomous vehicle manufacturer for repeated violations of this provision. This bill contains other related provisions.	Watch

San Mateo County Transit District State Legislative Matrix 10/20/2025

Bill ID/Topic	Location	Summary	Position
AB 35 Alvarez D California Environmental Quality Act: clean hydrogen transportation projects.	This is a two-year bill.	The California Environmental Quality Act (CEQA) requires a lead agency, as defined, to prepare, or cause to be prepared, and certify the completion of an environmental impact report on a project that it proposes to carry out or approve that may have a significant effect on the environment or to adopt a negative declaration if it finds that the project will not have that effect. CEQA also requires a lead agency to prepare a mitigated negative declaration for a project that may have a significant effect on the environment if revisions in the project would avoid or mitigate that effect and there is no substantial evidence that the project, as revised, would have a significant effect on the environment. This bill would provide for limited CEQA review of an application for a discretionary permit or authorization for a clean hydrogen transportation project, as defined, by requiring the application to be reviewed through a clean hydrogen environmental assessment, unless otherwise requested by the applicant, as prescribed. The bill would, except as provided, require the lead agency to determine whether to approve the clean hydrogen environmental assessment and issue a discretionary permit or authorization for the project no later than 270 days after the application for the project is deemed complete. By imposing new duties on a lead agency, this bill would create a state-mandated local program. The bill would repeal these provisions on January 1, 2036. This bill contains other related provisions and other existing laws.	Watch
AB 61 Pacheco D Electricity and natural gas: legislation imposing mandated programs and requirements: third-party review.	This bill was held on the suspense file in the Senate Appropriations Committee.	Existing law vests the Public Utilities Commission with regulatory authority over public utilities, including electrical corporations and gas corporations. The Public Advocate's Office of the Public Utilities Commission is established as an independent office within the commission to represent and advocate on behalf of the interests of public utility customers and subscribers within the jurisdiction of the commission. This bill would require the office to establish, by January 1, 2027, a program to, upon request of the Legislature, analyze legislation that would establish a mandated requirement or program or otherwise affect electrical or gas ratepayers, as specified. The bill would require the office to develop and implement conflict-of-interest provisions to prohibit a person from participating in an analysis for which the person knows or has reasons to know that the person has a material financial interest. The bill would repeal these provisions on January 1, 2032.	Watch

San Mateo County Transit District
State Legislative Matrix 10/20/2025

Bill ID/Topic	Location	Summary	Position
AB 99 Ta R Electrical corporations: rates.	This bill was held on the suspense file in the Assembly Appropriations Committee.	Existing law vests the Public Utilities Commission with regulatory authority over public utilities, including electrical corporations. Existing law authorizes the commission to fix the rates and charges for every public utility and requires that those rates and charges be just and reasonable. This bill would prohibit an electrical corporation from proposing a rate increase above the rate of inflation, as defined, as a systemwide average for any general rate case cycle, except the bill would expressly authorize the commission to approve a rate increase above the rate of inflation if the commission determines that the costs underlying the rate increase are directly related to safety enhancements and modernization or to higher commodity or fuel costs. This bill contains other related provisions and other existing laws.	Watch
AB 259 Rubio, Blanca D Open meetings: local agencies: teleconferences.	This is a two-year bill.	Existing law, the Ralph M. Brown Act, requires, with specified exceptions, that all meetings of a legislative body, as defined, of a local agency be open and public and that all persons be permitted to attend and participate. The act authorizes the legislative body of a local agency to use teleconferencing, as specified, and requires a legislative body of a local agency that elects to use teleconferencing to comply with specified requirements, including that the local agency post agendas at all teleconference locations, identify each teleconference location in the notice and agenda of the meeting or proceeding, and have each teleconference location be accessible to the public. Existing law, until January 1, 2026, authorizes the legislative body of a local agency to use alternative teleconferencing if, during the teleconference meeting, at least a quorum of the members of the legislative body participates in person from a singular physical location clearly identified on the agenda that is open to the public and situated within the boundaries of the territory over which the local agency exercises jurisdiction, and the legislative body complies with prescribed requirements. Existing law requires a member to satisfy specified requirements to participate in a meeting remotely pursuant to these alternative teleconferencing provisions, including that specified circumstances apply. Existing law establishes limits on the number of meetings a member may participate in solely by teleconference from a remote location pursuant to these alternative teleconferencing provisions, including prohibiting such participation for more than 2 meetings per year if the legislative body regularly meets once per month or less. This bill would extend the alternative teleconferencing procedures until January 1, 2030. This bill contains other related provisions and other existing laws.	Support June 2025

San Mateo County Transit District
State Legislative Matrix 10/20/2025

Bill ID/Topic	Location	Summary	Position
AB 334 Petrie-Norris D Operators of toll facilities: interoperability programs: vehicle information.	This is a two-year bill.	Existing law requires the Department of Transportation, in cooperation with the Golden Gate Bridge, Highway and Transportation District and all known entities planning to implement a toll facility, to develop and adopt functional specifications and standards for an automatic vehicle identification system in compliance with specified objectives, and generally requires any automatic vehicle identification system purchased or installed after January 1, 1991, to comply with those specifications and standards. Existing law authorizes operators of toll facilities on federal-aid highways engaged in an interoperability program to provide, regarding a vehicle's use of the toll facility, only the license plate number, transponder identification number, date and time of the transaction, and identity of the agency operating the toll facility. This bill would instead authorize an operator of a toll facility on federal-aid highways engaged in an interstate interoperability program to provide to an out-of-state toll agency or interstate interoperability tolling hub only the information regarding a vehicle's use of the toll facility that is license plate data, transponder data, or transaction data, and that is listed as "required" by specified national interoperability specifications. If the operator needs to collect other types of information to implement interstate interoperability, the bill would prohibit the operator from selling or otherwise providing that information to any other person or entity, as specified. If the operator transmits those other types of information to an out-of-state toll agency or any interstate interoperability tolling hub, the bill would subject the operator to an action by the affected person for no less than \$2,500 per violation, as specified. The bill would require a transportation agency that participates in interstate interoperability to post those national interoperability specifications data types on their internet website. The bill would repeal these provisions relating to an interstate interoperability program.	Watch
AB 340 Ahrens D Employer-employee relations: confidential communications.	This bill was held on the suspense file in the Senate Appropriations Committee.	Existing law that governs the labor relations of public employees and employers, including, among others, the Meyers-Milias-Brown Act, the Ralph C. Dills Act, provisions relating to public schools, and provisions relating to higher education, prohibits employers from taking certain actions relating to employee organization, including imposing or threatening to impose reprisals on employees, discriminating or threatening to discriminate against employees, or otherwise interfering with, restraining, or coercing employees because of their exercise of their guaranteed rights. Those provisions of existing law further prohibit denying to employee organizations the rights guaranteed to them by existing law. This bill would prohibit a public employer from questioning a public employee, a representative of a recognized employee organization, or an exclusive representative regarding communications made in confidence between an employee and an employee representative in connection with representation relating to any matter within the scope of the recognized employee organization's representation. The bill would also prohibit a public employer from compelling a public employee, a representative of a recognized employee organization, or an exclusive representative to disclose those confidential communications to a third party. The bill would not apply to a criminal investigation or when a public safety officer is under investigation and certain circumstances exist.	Watch

San Mateo County Transit District
State Legislative Matrix 10/20/2025

Bill ID/Topic	Location	Summary	Position
AB 421 Solache D Immigration enforcement: prohibitions on access, sharing information, and law enforcement collaboration.	This is a two-year bill.	Existing law, the California Values Act, generally prohibits California law enforcement agencies from investigating, interrogating, detaining, detecting, or arresting persons for immigration enforcement purposes. Existing law provides certain limited exceptions to this prohibition, including transfers of persons pursuant to a judicial warrant and providing certain information to federal authorities regarding serious and violent felons in custody. This bill would prohibit California law enforcement agencies from collaborating with, or providing any information in writing, verbally, on in any other manner to, immigration authorities regarding proposed or currently underway immigration enforcement actions when the actions could be or are taking place within a radius of one mile of any childcare or daycare facility, religious institution, place of worship, hospital, or medical office. To the extent this bill would impose additional duties on local law enforcement agencies or officials, the bill would impose a state-mandated local program. This bill contains other related provisions and other existing laws.	Watch
AB 467 Fong D Open meetings: teleconferences: neighborhood councils.	This is a two-year bill.	Existing law, the Ralph M. Brown Act, requires, with specified exceptions, that all meetings of a legislative body, as defined, of a local agency be open and public and that all persons be permitted to attend and participate. The act generally requires for teleconferencing that the legislative body of a local agency that elects to use teleconferencing post agendas at all teleconference locations, identify each teleconference location in the notice and agenda of the meeting or proceeding, and have each teleconference location be accessible to the public. Existing law also requires that, during the teleconference, at least a quorum of the members of the legislative body participate from locations within the boundaries of the territory over which the local agency exercises jurisdiction, except as specified. Existing law, until January 1, 2026, authorizes specified neighborhood city councils to use alternate teleconferencing provisions related to notice, agenda, and public participation, as prescribed, if, among other requirements, the city council has adopted an authorizing resolution and 2/3 of the neighborhood city council votes to use alternate teleconference provisions, as specified. This bill would extend the authorization for specified neighborhood city councils to use the alternate teleconferencing provisions described above until January 1, 2030. This bill contains other related provisions and other existing laws.	Watch

San Mateo County Transit District State Legislative Matrix 10/20/2025

Bill ID/Topic	Location	Summary	Position
AB 541 DeMaio R California Public Records Act Ombudsperson.	This bill was held on the suspense file in the Assembly Appropriations Committee.	Existing law, the California Public Records Act, requires state and local agencies to make their records available for public inspection, unless an exemption from disclosure applies. The act declares that access to information concerning the conduct of the people's business is a fundamental and necessary right of every person in this state. This bill would, until January 1, 2029, and subject to appropriation, establish the Office of the California Public Records Act Ombudsperson. The bill would require the Governor to appoint the ombudsperson subject to certain requirements. The bill would require the ombudsperson to receive and investigate requests for review, as defined, determine whether the denials of original requests, as defined, complied with the California Public Records Act, and issue written opinions of its determination, as provided. The bill would require the ombudsperson to create a process to that effect, and would authorize a member of the public to submit a request for review to the ombudsperson consistent with that process. The bill would require the ombudsperson, within 30 days from receipt of a request for review, to make a determination, as provided, and would require the state agency to provide the public record if the ombudsperson determines that it was improperly denied. The bill would require the ombudsperson to create a process through which a person whose information is contained in a record being reviewed may intervene to assert their privacy and confidentiality rights, and would otherwise require the ombudsperson to maintain the privacy and confidentiality of records, as provided. The bill would require the ombudsperson to report to the Legislature, on or before March 31, 2027, and annually thereafter, on, among other things, the number of requests for review the ombudsperson has received in the prior year.	Watch
AB 778 Chen R Local Agency Public Construction Act: internet website posting.	This is a two-year bill.	Existing law, the Local Agency Public Construction Act, sets forth the requirements for the payment of construction projects by local agencies. Existing law, the State Contract Act, imposes specified requirements on state agencies regarding payment of construction contracts, including requiring, within 10 days of making a construction contract payment, a state agency that maintains an internet website to post on its internet website the project for which the payment was made, the name of the construction contractor or company paid, the date the payment was made or the date the state agency transmitted instructions to the Controller or other payer to make the payment, the payment application number or other identifying information, and the amount of the payment. Existing law exempts from these provisions, among other things, construction contracts valued below \$25,000. This bill would require a local agency that maintains an internet website to post on its internet website the information described above. The bill would exempt from these provisions construction contracts valued below \$25,000. The bill would prohibit a local agency that fails to comply with these provisions from withholding any retention proceeds from any remaining payment, as specified. By adding to the duties of local agencies, the bill would impose a state-mandated local program. This bill contains other related provisions and other existing laws.	Watch

San Mateo County Transit District State Legislative Matrix 10/20/2025

Bill ID/Topic	Location	Summary	Position
AB 810 Irwin D Local government: internet websites and email addresses.	This is a two-year bill.	Existing law requires that a local agency that maintains an internet website for use by the public to ensure that the internet website uses a “.gov” top-level domain or a “.ca.gov” second-level domain no later than January 1, 2029. Existing law requires that a local agency that maintains public email addresses to ensure that each email address provided to its employees uses a “.gov” domain name or a “.ca.gov” domain name no later than January 1, 2029. Existing law defines “local agency” for these purposes as a city, county, or city and county. This bill would recast these provisions by instead requiring a city, county, or city and county to comply with the above-described domain requirements and by deleting the term “local agency” from the above-described provisions. The bill would also require a special district, joint powers authority, or other political subdivision to comply with similar domain requirements no later than January 1, 2031. The bill would allow a community college district or community college to use a “.edu” domain to satisfy these requirements, and would specify that these requirements do not apply to a K–12 public school district. By adding to the duties of local officials, the bill would impose a state-mandated local program. This bill contains other related provisions and other existing laws.	Watch
AB 939 Schultz D The Safe, Sustainable, Traffic-Reducing Transportation Bond Act of 2026.	This is a two-year bill.	The Highway Safety, Traffic Reduction, Air Quality, and Port Security Bond Act of 2006, approved by the voters as Proposition 1B at the November 7, 2006, statewide general election, authorizes the issuance of bonds in the amount of \$19,925,000,000 pursuant to the State General Obligation Bond Law for specified purposes, including high-priority transportation corridor improvements, State Route 99 corridor enhancements, trade infrastructure and port security projects, schoolbus retrofit and replacement purposes, state transportation improvement program augmentation, transit and passenger rail improvements, state-local partnership transportation projects, transit security projects, local bridge seismic retrofit projects, highway-railroad grade separation and crossing improvement projects, state highway safety and rehabilitation projects, local street and road improvement, congestion relief, and traffic safety. This bill would enact the Safe, Sustainable, Traffic-Reducing Transportation Bond Act of 2026 which, if approved by the voters, would authorize the issuance of bonds in the amount of \$20,000,000,000 pursuant to the State General Obligation Bond Law to finance transit and passenger rail improvements, local streets and roads and active transportation projects, zero-emission vehicle investments, transportation freight infrastructure improvements, and grade separations and other critical safety improvements. The bill would provide for the submission of the bond act to the voters at the November 3, 2026, statewide general election.	Watch

San Mateo County Transit District State Legislative Matrix 10/20/2025

Bill ID/Topic	Location	Summary	Position
AB 941 Zbur D California Environmental Quality Act: electrical infrastructure projects.	This bill was held on the suspense file in the Assembly Appropriations Committee.	The California Environmental Quality Act (CEQA) requires a lead agency, as defined, to prepare, or cause to be prepared, and certify the completion of an environmental impact report on a project that it proposes to carry out or approve that may have a significant effect on the environment or to adopt a negative declaration if it finds that the project will not have that effect. CEQA also requires a lead agency to prepare a mitigated negative declaration for a project that may have a significant effect on the environment if revisions in the project would avoid or mitigate that effect and there is no substantial evidence that the project, as revised, would have a significant effect on the environment. CEQA exempts certain projects from its requirements, including actions necessary to prevent or mitigate an emergency. Existing law prohibits an electrical corporation from beginning the construction of a line, plant, or system, or extensions of those facilities without first obtaining from the Public Utilities Commission a certificate that the present or future convenience and necessity require or will require the construction. Existing law specifies that the certificate is not required for the extension, expansion, upgrade, or other modification of existing electrical transmission facilities. This bill would require the commission to determine whether to certify the environmental impact report for an electrical infrastructure project that is a priority project, as defined, no later than 270 days after the commission determines that an application for an electrical infrastructure project is complete, except as specified. The bill would require a project applicant to identify an electrical infrastructure project that is a priority project and the basis for the designation in the application to the commission. The bill would require commission staff to review an application for a priority project no later than 30 days after it is filed and notify the applicant in writing of any deficiencies in the information and data submitted in the application. The bill would require the applicant to correct any deficiencies or notify the commission in writing why it is unable to, to correct those deficiencies, as specified, within 60 days of that notification. The bill would require the commission to deem an application for a priority project complete with a preliminary ruling setting the scope and schedule, as provided. This bill contains other related provisions and other existing laws.	Watch

San Mateo County Transit District
State Legislative Matrix 10/20/2025

Bill ID/Topic	Location	Summary	Position
AB 1058 Gonzalez, Jeff R Motor Vehicle Fuel Tax Law: suspension of tax.	This is a two-year bill.	Existing law, the Motor Vehicle Fuel Tax Law, imposes a tax upon each gallon of motor vehicle fuel removed from a refinery or terminal rack in this state, entered into this state, or sold in this state, at a specified rate per gallon. Existing unfair competition laws establish a statutory cause of action for unfair competition, including any unlawful, unfair, or fraudulent business act or practice and unfair, deceptive, untrue, or misleading advertising and acts prohibited by false advertisement laws. This bill would suspend the imposition of the tax on motor vehicle fuels for one year. The bill would require that all savings realized based on the suspension of the motor vehicle fuels tax by a person other than an end consumer, as defined, be passed on to the end consumer, and would make the violation of this requirement an unfair business practice, in violation of unfair competition laws, as provided. The bill would require a seller of motor vehicle fuels to provide a receipt to a purchaser that indicates the amount of tax that would have otherwise applied to the transaction. This bill would also direct the Controller to transfer a specified amount from the General Fund to the Motor Vehicle Fuel Account in the Transportation Tax Fund. By transferring General Fund moneys to a continuously appropriated account, this bill would make an appropriation. This bill contains other related provisions and other existing laws.	Watch
AB 1070 Ward D Transit districts: governing boards: compensation: nonvoting members.	This is a two-year bill.	Existing law provides for the formation of various transit districts and specifies the duties and powers of their governing boards. Existing law authorizes a transit district to compensate a member of the governing board for attending a board meeting and for engaging in other district business, as provided. This bill would prohibit a transit district from compensating a member of the governing board unless the member demonstrates personal use of the transit system, as specified. The bill would require the governing board of a transit district to include 2 nonvoting members and 4 alternate nonvoting members, as specified. The bill would require nonvoting members and alternate nonvoting members to have certain rights and protections, including the right to attend and participate in all public meetings of the governing board, except as specified. The bill would require the chair of the governing board of a transit district to exclude these nonvoting members from meetings discussing, among other things, negotiations with labor organizations. By expanding the duties of transit districts, the bill would impose a state-mandated local program. This bill contains other related provisions and other existing laws.	Watch

San Mateo County Transit District
State Legislative Matrix 10/20/2025

Bill ID/Topic	Location	Summary	Position
AB 1132 Schiavo D Department of Transportation: climate change vulnerability assessment: community resilience assessment.	This bill was held on the suspense file in the Assembly Appropriations Committee.	Existing law establishes the Department of Transportation to, among other things, plan, design, construct, operate, and maintain the state highway system, as provided. Pursuant to that authority, the department developed 12 district-based Climate Change Vulnerability Assessment reports designed to provide the department with a comprehensive database to help in evaluating, mitigating, and adapting to the effects of increasing extreme weather events on the state transportation system. This bill would require the department, on or before January 1, 2029, to identify key community resilience indicators for measuring the impacts of climate-induced transportation disruptions, as specified. The bill would also require the department, on or before January 1, 2030, to include in the Climate Change Vulnerability Assessment reports an evaluation of the broader social and economic impacts on communities connected to the evaluated infrastructure risks, as specified.	Watch
AB 1198 Haney D Public works: prevailing wages.	This is a two-year bill.	Existing law requires that, except as specified, not less than the general prevailing rate of per diem wages, determined by the Director of Industrial Relations, be paid to workers employed on public works projects. Existing law requires the body awarding a contract for a public work to obtain from the director the general prevailing rate of per diem wages for work of a similar character in the locality in which the public work is to be performed, and the general prevailing rate of per diem wages for holiday and overtime work, for each craft, classification, or type of worker needed to execute the contract. Under existing law, if the director determines during any quarterly period that there has been a change in any prevailing rate of per diem wages in a locality, the director is required to make that change available to the awarding body and their determination is final. Under existing law, that determination does not apply to public works contracts for which the notice to bidders has been published. This bill would instead state, commencing July 1, 2026, that if the director determines, within a semiannual period, that there is a change in any prevailing rate of per diem wages in a locality, that determination applies to any public works contract that is awarded or for which notice to bidders is published after July 1, 2026. The bill would authorize any contractor, awarding body, or specified representative affected by a change in rates on a particular contract to, within 20 days, file with the director a verified petition to review the determination of that rate, as specified. The bill would require the director to, upon notice to the interested parties, initiate an investigation or hold a hearing, and, within 20 days after the filing of that petition, except as specified, make a final determination and transmit the determination in writing to the awarding body and to the interested parties. The bill would make that determination issued by the director effective 10 days after its issuance, and until it is modified, rescinded, or superseded by the director.	Watch

San Mateo County Transit District State Legislative Matrix 10/20/2025

Bill ID/Topic	Location	Summary	Position
AB 1243 Addis D Polluters Pay Climate Superfund Act of 2025.	This is a two-year bill.	The California Global Warming Solutions Act of 2006, until January 1, 2031, authorizes the State Air Resources Board to adopt a regulation establishing a system of market-based declining aggregate emissions limits for sources or categories of sources that emit greenhouse gases (market-based compliance mechanism) that meets certain requirements. Existing law establishes the Greenhouse Gas Reduction Fund and requires all moneys, except for fines and penalties, collected by the state board from the auction or sales of allowances as a part of a market-based compliance mechanism to be deposited into the fund and requires the Legislature to appropriate moneys in the fund for the purpose of reducing greenhouse gas emissions in the state, as provided. Existing law, the California Climate Crisis Act, declares that it is the policy of the state both to achieve net-zero greenhouse gas emissions as soon as possible, but no later than 2045, and achieve and maintain net-negative greenhouse gas emissions thereafter, and to ensure that by 2045, statewide anthropogenic greenhouse gas emissions are reduced to at least 85% below the 1990 levels. This bill would enact the Polluters Pay Climate Superfund Act of 2025 and would establish the Polluters Pay Climate Superfund Program to be administered by the California Environmental Protection Agency to require fossil fuel polluters to pay their fair share of the damage caused by greenhouse gases released into the atmosphere during the covered period, which the bill would define as the time period between the 1990 and 2024 calendar years, inclusive, resulting from the extraction, production, refining, sale, or combustion of fossil fuels or petroleum products, to relieve a portion of the burden to address cost borne by current and future California taxpayers. The bill would require the agency, within 90 days of the effective date of the act, to determine and publish a list of responsible parties, which the bill would define as an entity with a majority ownership interest in a business engaged in extracting or refining fossil fuels that, during the covered period, did business in the state or otherwise had sufficient contact with the state, and is determined by the agency to be responsible for more than 1,000,000,000 metric tons of covered fossil fuel emissions, as defined, in aggregate globally, during the covered period. This bill contains other related provisions and other existing laws.	Watch

San Mateo County Transit District State Legislative Matrix 10/20/2025

Bill ID/Topic	Location	Summary	Position
AB 1268 Macedo R Motor Vehicle Fuel Tax Law: adjustment suspension.	This is a two-year bill.	The Motor Vehicle Fuel Tax Law, administered by the California Department of Tax and Fee Administration, imposes a tax upon each gallon of motor vehicle fuel removed from a refinery or terminal rack in this state, entered into this state, or sold in this state, at a specified rate per gallon. Existing law requires the department to adjust the tax on July 1 each year by a percentage amount equal to the increase in the California Consumer Price Index, as calculated by the Department of Finance. Article XIX of the California Constitution restricts the expenditure of revenues from the Motor Vehicle Fuel Tax Law, Diesel Fuel Tax Law, and other taxes imposed by the state on fuels used in motor vehicles upon public streets and highways to street and highway and certain mass transit purposes. This bill would authorize the Governor to suspend an adjustment to the motor vehicle fuel tax, as described above, scheduled on or after July 1, 2025, upon making a determination that increasing the rate would impose an undue burden on low-income and middle-class families. The bill would require the Governor to notify the Legislature of an intent to suspend the rate adjustment on or before January 10 of that year, and would require the Department of Finance to submit to the Legislature a proposal by January 10 that would maintain the same level of funding for transportation purposes as would have been generated had the scheduled adjustment not been suspended. This bill contains other related provisions and other existing laws.	Watch
AB 1337 Ward D Information Practices Act of 1977.	This is a two-year bill.	Existing law, the Information Practices Act of 1977, prescribes a set of requirements, prohibitions, and remedies applicable to agencies, as defined, with regard to their collection, storage, and disclosure of personal information, as defined. Existing law exempts from the provisions of the act counties, cities, any city and county, school districts, municipal corporations, districts, political subdivisions, and other local public agencies, as specified. This bill would recast those provisions to, among other things, remove that exemption for local agencies, and would revise and expand the definition of "personal information." The bill would make other technical, nonsubstantive, and conforming changes. Because the bill would expand the duties of local officials, this bill would impose a state-mandated local program. This bill contains other related provisions and other existing laws.	Watch

San Mateo County Transit District
State Legislative Matrix 10/20/2025

Bill ID/Topic	Location	Summary	Position
AB 1372 Papan D Renewable electrical generation facilities: electrified commuter railroads: regenerative braking: net billing.	This is a two-year bill.	Existing law vests the Public Utilities Commission with regulatory authority over public utilities, including electrical corporations. Existing law requires every electric utility, except as provided, to develop a standard contract or tariff providing for net energy metering, and to make this standard contract or tariff available to eligible customer-generators using renewable electrical generation facilities, as specified. Pursuant to its authority, the commission issued a decision revising net energy metering tariff and subtariffs, commonly known as the net billing tariff. This bill would include the regenerative braking from electric trains as a renewable electrical generation facility for those purposes, as provided.	Watch
AB 1421 Wilson D Vehicles: Road Usage Charge Technical Advisory Committee.	This is a two-year bill.	Existing law requires the Chair of the California Transportation Commission to create a Road Usage Charge Technical Advisory Committee in consultation with the Secretary of Transportation to guide the development and evaluation of a pilot program assessing the potential for mileage-based revenue collection as an alternative to the gas tax system. Existing law additionally requires the Transportation Agency, in consultation with the commission, to implement the pilot program, as specified. Existing law repeals these provisions on January 1, 2027. This bill would extend the operation of the above-described provisions until January 1, 2035. The bill would also make related findings and declaration.	Watch
AB 1472 Hart D California Sea Level Rise State and Regional Support Collaborative.	This is a two-year bill.	Existing law creates within the Ocean Protection Council the California Sea Level Rise State and Regional Support Collaborative to provide state and regional information to the public and support to local, regional, and other state agencies for the identification, assessment, planning, and, where feasible, the mitigation of the adverse environmental, social, and economic effects of sea level rise within the coastal zone, as provided. This bill would make a nonsubstantive change to this provision.	Watch

San Mateo County Transit District
State Legislative Matrix 10/20/2025

Bill ID/Topic	Location	Summary	Position
SB 239 Arreguín D Open meetings: teleconferencing: subsidiary body.	This is a two-year bill.	Existing law, the Ralph M. Brown Act, requires, with specified exceptions, that all meetings of a legislative body, as defined, of a local agency be open and public and that all persons be permitted to attend and participate. The act generally requires for teleconferencing that the legislative body of a local agency that elects to use teleconferencing post agendas at all teleconference locations, identify each teleconference location in the notice and agenda of the meeting or proceeding, and have each teleconference location be accessible to the public. Existing law also requires that, during the teleconference, at least a quorum of the members of the legislative body participate from locations within the boundaries of the territory over which the local agency exercises jurisdiction, except as specified. Existing law, until January 1, 2026, authorizes specified neighborhood city councils to use alternate teleconferencing provisions related to notice, agenda, and public participation, as prescribed, if, among other requirements, the city council has adopted an authorizing resolution and 2/3 of the neighborhood city council votes to use alternate teleconference provisions, as specified This bill would authorize a subsidiary body, as defined, to use alternative teleconferencing provisions and would impose requirements for notice, agenda, and public participation, as prescribed. The bill would require the subsidiary body to post the agenda at each physical meeting location designated by the subsidiary body, as specified. The bill would require the members of the subsidiary body to visibly appear on camera during the open portion of a meeting that is publicly accessible via the internet or other online platform, as specified. The bill would also require the subsidiary body to list a member of the subsidiary body who participates in a teleconference meeting from a remote location in the minutes of the meeting. This bill contains other related provisions and other existing laws.	Support June 2025
SB 419 Caballero D Hydrogen fuel.	This bill was vetoed by the Governor on October 1, 2025.	Existing state sales and use tax laws impose a tax on retailers measured by the gross receipts from the sale of tangible personal property sold at retail in this state or on the storage, use, or other consumption in this state of tangible personal property purchased from a retailer for storage, use, or other consumption in this state. The Sales and Use Tax Law provides various exemptions from those taxes. This bill would, on and after July 1, 2026, provide an exemption from the taxes imposed by the Sales and Use Tax Law for the gross receipts from the sale in this state of, and the storage, use, or other consumption in this state of, hydrogen fuel, as defined. This bill contains other related provisions and other existing laws.	Watch

San Mateo County Transit District
State Legislative Matrix 10/20/2025

Bill ID/Topic	Location	Summary	Position
SB 445 Wiener D High-speed rail: third-party agreements, permits, and approvals: regulations.	This bill was held on the suspense file in the Assembly Appropriations Committee.	The California High-Speed Rail Act creates the High-Speed Rail Authority (authority) to develop and implement a high-speed rail system in the state, with specified powers and duties, including the power to enter into contracts, relocate highways and utilities, and enter into cooperative or joint development agreements with local governments or private entities, as specified. The act establishes legal procedures for the relocation of publicly and privately owned utility facilities, as defined, when the authority requires any utility to remove any utility facility lawfully maintained in the right-of-way of any high-speed rail property to a location entirely outside the high-speed rail property right-of-way subject to specified conditions. The act authorizes the authority and any utility to enter into a specified agreement or contract to remove or relocate any utility facility that provides for, among other things, the respective amounts of the cost to be borne by each party or that apportions the obligations and costs of each party. Existing law creates the High-Speed Rail Authority Office of the Inspector General (office) and authorizes the High-Speed Rail Authority Inspector General (inspector general) to initiate an audit or review regarding oversight related to delivery of the high-speed rail project undertaken by the authority and the selection and oversight of contractors related to that project. Existing law requires the inspector general to submit annual reports to the Legislature and Governor regarding its findings. This bill would require the authority, on or before July 1, 2026, to develop and adopt internal rules, as defined, setting forth standards and timelines for the authority to engage utilities to ensure coordination and cooperation in relocating utility infrastructure or otherwise resolving utility conflicts affecting the delivery of the high-speed rail project. The bill would require the authority to ensure that the internal rules, among other things, identify the circumstances under which the authority would be required seek to enter into a cooperative agreement with a utility that, where relevant, identifies who is responsible for specific utility relocations, as specified. This bill contains other related provisions and other existing laws.	Watch

San Mateo County Transit District State Legislative Matrix 10/20/2025

Bill ID/Topic	Location	Summary	Position
SB 496 Hurtado D Advanced Clean Fleets Regulation: appeals advisory committee: exemptions.	This bill was held on the suspense file in the Senate Appropriations Committee.	Existing law requires the State Air Resources Board to adopt and implement motor vehicle emission standards, in-use performance standards, and motor vehicle fuel specifications for the control of air contaminants and sources of air pollution that the state board has found necessary, cost effective, and technologically feasible. The California Global Warming Solutions Act of 2006 establishes the state board as the state agency responsible for monitoring and regulating sources emitting greenhouse gases and requires the state board to adopt rules and regulations to achieve the maximum technologically feasible and cost-effective greenhouse gas emission reductions from those sources. Pursuant to its authority, the state board has adopted the Advanced Clean Fleets Regulation, which imposes various requirements for transitioning local, state, and federal government fleets of medium- and heavy-duty trucks, other high-priority fleets of medium- and heavy-duty trucks, and drayage trucks to zero-emission vehicles. The Advanced Clean Fleets Regulation authorizes entities subject to the regulation to apply for exemptions from its requirements under certain circumstances. This bill would require the state board to establish the Advanced Clean Fleets Regulation Appeals Advisory Committee by an unspecified date for purposes of reviewing appeals of denied requests for exemptions from the requirements of the Advanced Clean Fleets Regulation. The bill would require the committee to include representatives of specified governmental and nongovernmental entities. The bill would require the committee to meet monthly and would require recordings of its meetings to be made publicly available on the state board's internet website. The bill would require the committee to consider, and make a recommendation on, an appeal of an exemption request denial no later than 60 days after the appeal is made. The bill would require specified information relating to the committee's consideration of an appeal to be made publicly available on the state board's internet website. The bill would require the state board to consider a recommendation of the committee at a public meeting no later than 60 days after the recommendation is made.	Watch
SB 512 Pérez D District elections: initiatives.	This bill was vetoed by the Governor on October 13, 2025.	Existing law prescribes the procedures by which a proposed ordinance may be submitted to the governing board of a district by an initiative measure. These procedures do not apply to specified districts, including a district formed under a law that does not provide a procedure for elections. This bill would authorize the voters of any district that has authority to impose a transactions and use tax for transportation purposes to impose a retail transactions and use tax by an initiative measure. The bill would prohibit the initiative tax from exceeding the maximum authorized rate for a tax imposed by an ordinance enacted by the governing body of the district, and the bill would require the initiative measure to contain all spending limitations and substantive accountability standards applicable to a tax imposed by an ordinance enacted by the governing body. To the extent the bill would increase the duties of county elections officials, the bill would impose a state-mandated local program. This bill contains other related provisions and other existing laws.	Watch

San Mateo County Transit District
State Legislative Matrix 10/20/2025

Bill ID/Topic	Location	Summary	Position
SB 559 Stern D Electricity: deenergization events: communications.	This bill was held on the suspense file in the Senate Appropriations Committee.	Existing law requires each electrical corporation to annually prepare a wildfire mitigation plan and to submit the plan to the Office of Energy Infrastructure Safety for review and approval, as specified. Existing law requires a wildfire mitigation plan of an electrical corporation to include, among other things, protocols for deenergizing portions of the electrical distribution system that consider the associated impacts on public safety, and protocols related to mitigating the public safety impacts of those protocols, including impacts on critical first responders and on health and communications infrastructure. Existing law requires a wildfire mitigation plan of an electrical corporation to also include appropriate and feasible procedures for notifying a customer who may be impacted by the deenergizing of electrical lines and requires these procedures to consider the need to notify, as a priority, critical first responders, health care facilities, and operators of telecommunications infrastructure with premises within the footprint of a potential deenergization event. This bill would require, consistent with the above-described protocols, an electrical corporation to immediately notify, when possible and at the time a decision to conduct a deenergization event is made, public safety partners about the potential public safety impacts of the deenergization event, as specified. The bill would require detailed status information on restoration efforts to be made available to emergency management organizations, public safety officials, customers, and the public, where feasible, with regular progress updates issued at intervals of no more than 12 hours, for all impacted circuits, as specified. The bill would require, in advance of a deenergization event, an electrical corporation to make a reasonable effort to publish and make available weather conditions observed within the affected circuit being considered for deenergization, as provided. Once hazardous conditions subside, the bill would require an electrical corporation to prioritize the restoration of electricity and begin efforts to reenergize lines without unnecessary delays when safe to do so. The bill would make electrical corporations responsible for the continual monitoring and eventual restoration of circuits affected by a deenergization event. The bill would require each electrical corporation to submit an annual report to the Public Utilities Commission that details its compliance with the transparency and restoration requirements of these provisions, as provided. This bill contains other related provisions and other existing laws.	Watch

San Mateo County Transit District
State Legislative Matrix 10/20/2025

Bill ID/Topic	Location	Summary	Position
SB 667 Archuleta D Railroads: safety: wayside detectors: train length: emergency vehicle crossing.	This is a two-year bill.	The existing Federal Railroad Safety Act (FRSA) authorizes the United States Secretary of Transportation to prescribe regulations and issue orders for railroad safety and requires the United States Secretary of Homeland Security, when prescribing a security regulation or issuing a security order that affects the safety of railroad operations, to consult with the United States Secretary of Transportation. The FRSA provides for state participation in the enforcement of the safety regulations and orders issued by the United States Secretary of Transportation or the United States Secretary of Homeland Security, pursuant to an annual certification, and authorizes the respective secretaries to make an agreement with a state to provide investigative and surveillance activities. The FRSA provides that, to the extent practicable, laws, regulations, and orders related to railroad safety and security are required to be nationally uniform, but authorizes a state to adopt or continue in force a law, regulation, or order related to railroad safety or security until the United States Secretary of Transportation, with respect to railroad safety matters, or the United States Secretary of Homeland Security, with respect to railroad security matters, prescribes a regulation or issues an order covering the subject matter of the state requirement. A state is additionally authorized to adopt or continue in force an additional or more stringent law, regulation, or order related to railroad safety or security, when necessary to eliminate or reduce an essentially local safety or security hazard, that is not incompatible with a federal law, regulation, or order, and that does not unreasonably burden interstate commerce. This bill would require a railroad corporation to install and operate a network of wayside detector systems on or adjacent to any track used by a freight train with maximum spacing specified for individual detection devices along a continuous track. The bill would define “wayside detector system” to mean an electronic device or series of connected devices that scans passing freight trains and their component equipment and parts for defects. The bill would require the Public Utilities Commission to (1) establish a process for freight train crews to receive alerts from wayside detectors, (2) create standards for freight train inspections to be conducted following the receipt of an alert from a wayside detector, as provided, and (3) adopt rules necessary to implement these provisions. This bill contains other related provisions.	Watch

San Mateo County Transit District
State Legislative Matrix 10/20/2025

Bill ID/Topic	Location	Summary	Position
SB 714 Archuleta D Zero-emission vehicles: workforce development: Clean Energy Workforce Training Council.	This is a two-year bill.	Existing law, upon appropriation by the Legislature, establishes the position of Deputy Secretary for Climate within the Labor and Workforce Development Agency, to be appointed by the Governor and subject to confirmation by the Senate, for the purpose of assisting in the oversight of California's workforce transition to a sustainable and equitable carbon-neutral economy. Existing law requires the deputy secretary to perform specified duties, including creating or coordinating programs with other state agencies to retrain and upskill workers for, among other jobs, clean energy jobs, as specified. This bill would state the intent of the Legislature to enact legislation that would establish a zero-emission vehicle workforce development pilot project and a Clean Energy Workforce Training Council, as provided.	Watch
SB 741 Blakespear D Coastal resources: coastal development permit: exemption: Los Angeles-San Diego-San Luis Obispo Rail Corridor.	This is a two-year bill.	The California Coastal Act of 1976, which is administered by the California Coastal Commission, requires any person wishing to perform or undertake any development in the coastal zone, as defined, to obtain a coastal development permit from a local government or the commission. Existing law exempts from that coastal development permitting process certain emergency projects undertaken, carried out, or approved by a public agency to maintain, repair, or restore existing highways, as provided. This bill would expand that exemption to include certain emergency projects undertaken, carried out, or approved by a public agency to maintain, repair, or restore existing railroad track along the Los Angeles-San Diego-San Luis Obispo Rail Corridor, as provided. This bill would make legislative findings and declarations as to the necessity of a special statute for the Los Angeles-San Diego-San Luis Obispo Rail Corridor.	Watch

San Mateo County Transit District State Legislative Matrix 10/20/2025

Bill ID/Topic	Location	Summary	Position
SB 752 Richardson D Sales and use taxes: exemptions: California Hybrid and Zero-Emission Truck and Bus Voucher Incentive Project: transit buses.	This bill was held on the suspense file in the Senate Appropriations Committee.	Existing state sales and use tax laws impose a tax on retailers measured by the gross receipts from the sale of tangible personal property sold at retail in this state or on the storage, use, or other consumption in this state of tangible personal property purchased from a retailer for storage, use, or other consumption in this state. The Sales and Use Tax Law provides various exemptions from those taxes, including, until January 1, 2026, an exemption from those taxes with respect to the sale in this state of, and the storage, use, or other consumption in this state of, specified zero-emission technology transit buses sold to specified public agencies that are eligible for specified incentives from the State Air Resources Board. This bill would extend the exemption for specified zero-emission technology transit buses until January 1, 2028. This bill contains other related provisions.	Support April 2025



JEFF GEE, CHAIR
MARIE CHUANG, VICE CHAIR
DAVID J. CANEPA
BROOKS ESSER
MARINA FRASER
RICO E. MEDINA
JOSH POWELL
PETER RATTO
JACKIE SPEIER

APRIL CHAN
GENERAL MANAGER/CEO

AGENDA

San Mateo County Transit District

Strategic Planning, Development, and Sustainability Committee Meeting Committee of the Whole

November 5, 2025 – 3:15 pm

or immediately following the Legislative Committee meeting

Bacciocco Auditorium, 2nd Floor
1250 San Carlos Avenue, San Carlos, CA 94070

Committee Members: Rico E. Medina (Chair), Marie Chuang, Peter Ratto

- | | | |
|-------|---|---------------|
| 13.a. | Call to Order | |
| 13.b. | Approval of Minutes of the Strategic Planning, Development, and Sustainability Committee Meeting of October 8, 2025 | Motion |
| 13.c. | SamTrans Service Policy Framework Update | Informational |
| 13.d. | Adjourn | |

Note:

- This Committee meeting may be attended by Board Members who do not serve on this Committee. In the event that a quorum of the entire Board is present, this Committee shall act as a Committee of the Whole. In either case, any item acted upon by the Committee or the Committee of the Whole will require consideration and action by the full Board of Directors as a prerequisite to its legal enactment.
- All items appearing on the agenda are subject to action by the Committee. Staff recommendations are subject to change by the Committee.

**San Mateo County Transit District
1250 San Carlos Avenue, San Carlos, California**

**Strategic Planning, Development, and Sustainability Committee Meeting /
Committee of the Whole
DRAFT Minutes of October 8, 2025**

Members Present (In Person): M. Chuang, P. Ratto, R. Medina (Chair)

Members Absent: None

Other Board Members Present Constituting Committee of the Whole: D. Canepa, B. Esser, M. Fraser, J. Gee, J. Powell

Other Board Members Present Constituting Committee of the Whole (Via Teleconference): J. Speier

Other Board Members Absent: None

Staff Present: O. Brown, J. Cassman, A. Chan, T. Davenport, L. Lumina-Hsu, M. Tseng, S. van Hoften

12.a. Call to Order

Committee Chair Medina called the meeting to order at 3:52 pm.

12.b. Approval of Minutes of the Strategic Planning, Development, and Sustainability Committee Meeting of September 3, 2025

Motion/Second: Esser/Powell

Ayes: Canepa, Esser, Fraser, Medina, Powell, Ratto, Speier, Chuang, Gee

Noes: None

Absent: None

12.c. Adopting the Passenger Suspension Policy

Tabby Davenport, Director, Safety and Security, and Omar Brown, Acting Deputy Director, Safety and Security, provided the presentation, which included the Code of Conduct adoption, the removal of passengers with law enforcement and legal counsel assistance, and the Proposed Suspension Policy.

Motion/Second: Chuang/Esser

Ayes: Canepa, Esser, Fraser, Medina, Powell, Ratto, Speier, Chuang, Gee

Noes: None

Absent: None

12.d. SamTrans Safety Program Update - Reducing Preventable Accidents

Item 12.d. deferred to the November 5, 2025, Strategic Planning, Development, and Sustainability Committee meeting.

12.e. Adjourn – The meeting adjourned at 3:58 pm.

DRAFT

**San Mateo County Transit District
Staff Report**

To: Strategic Planning, Development, and Sustainability Committee

Through: April Chan, General Manager/CEO

From: Josh Mello, Executive Officer, Planning and Development

Subject: **SamTrans Service Policy Framework Update**

Action

This report is for information only. No action is required.

Significance

In 2022, the Board of Directors (Board) approved the San Mateo County Transit District's (District) first SamTrans Service Policy Framework (SPF). The SPF guides how SamTrans designs and evaluates both new and existing SamTrans bus service and other services. When initially approved, the SPF left several key performance indicators (KPIs) undefined since the long-term effects of COVID-19 on ridership were unknown. Staff are recommending updating the SPF now because:

- Enough time has passed since development of the SPF to warrant updating underlying data,
- Lessons learned since SPF development revealed gaps in the document that should be incorporated, such as documenting the methodology for bus stop siting, and
- SamTrans' fixed-route ridership has largely rebounded to 2019 levels and settled into new patterns since COVID-19.

Staff are proposing the following updates:

- Incorporate new data from the 2023 American Community Survey and update methodology for identifying Equity Priority Areas,
- Clarify process to site and relocate bus stops, and
- Add criteria for undefined Key Performance Indicators (KPIs) at the service category and network levels and clarify service evaluation process.

Staff are seeking feedback on the proposed changes, which will be incorporated before the Board is asked to adopt the updated SPF at a future meeting.

Update 1 – Equity Priority Areas: Social Equity is one of the four guiding principles in the SPF, and Equity is one of the six core values in the District’s 2024 Strategic Plan. The District seeks to advance equity by identifying areas where communities need transit most.

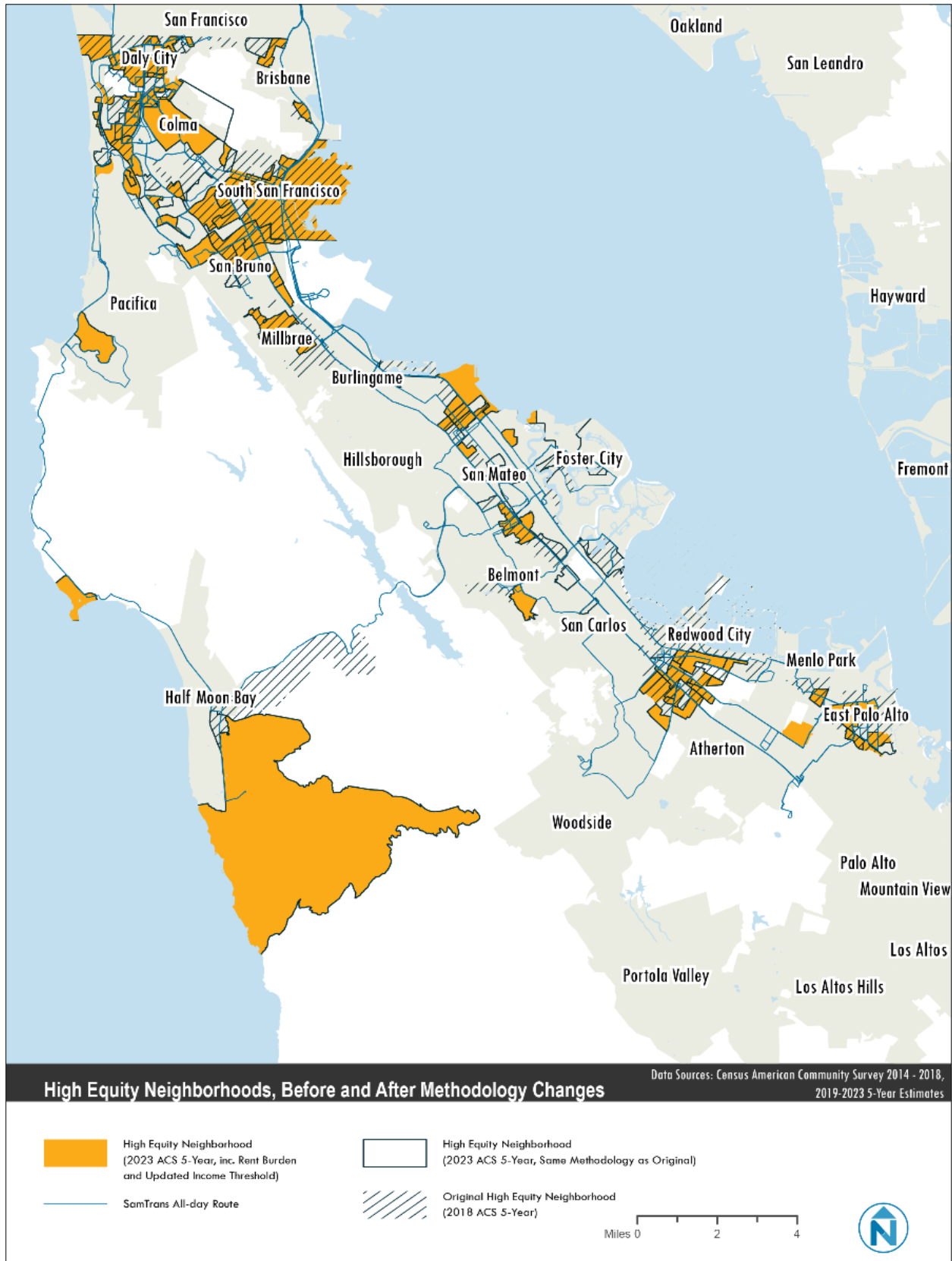
These areas, called Equity Priority Areas, are neighborhoods where residents are less likely to have access to a private vehicle and more likely to work low-wage jobs, identify as people of color, or spend more than 30 percent of their income on housing. Mapping these areas helps staff understand and prioritize service in areas of highest transportation need and benefit.

2025 updates include:

- Incorporated 2023 American Community Survey data
- Adjusted income thresholds to align with the County of San Mateo’s 2025 Affordable Housing eligibility thresholds¹
- Added rent-burdened population to the list of included variables, reflecting that housing costs are disproportionately expensive compared to other costs of living in San Mateo County.

Communities containing Equity Priority Areas in the 2025 analysis include Belmont, Brisbane, Colma, Daly City, East Palo Alto, Half Moon Bay, Menlo Park, Millbrae, Moss Beach, Pacifica, Redwood City, San Bruno, San Mateo, and South San Francisco. A map comparing the previous Equity Priority Areas and the new is on the next page.

¹ County of San Mateo (2025). “Income Limits and Rent Payments”. County of San Mateo. <https://www.smcgov.org/media/154289/download?inline=>



Update 2 – Guidance for Bus Stop Siting: Since the SPF was adopted, staff have received numerous requests from the public and operators to add, relocate, or remove bus stops. This SPF update adds clarity on when to approve or deny bus stop requests and offers transparency to the public on the District’s internal decision-making process for siting bus stops.

Add a bus stop when:	Relocate a bus stop when:	Remove a bus stop when:
• New route implemented • There is a gap in bus stops and existing stop spacing exceeds recommended distance • New construction results in the creation of a new origin/destination (e.g. new housing, business, school, or medical facility)	• Reported and confirmed safety incidents occur due to stop location • Change to physical environment (e.g. installation of new driveway) that creates conflict with the bus • Stop cannot be made accessible or conform to other laws (e.g., distance from pedestrian crossing) • Stop is not compliant with recommended bus stop spacing or placement guidelines	• Route serving the stop is discontinued • Reported and confirmed safety incidents occur due to stop location and there is no appropriate place to relocate • Change to physical environment (e.g. installation of new driveway) creates conflict and there is no appropriate place to relocate • Existing stop is not compliant with recommended stop spacing (i.e., it is too close to previous and/or next stop)

Update 3 – Service Evaluation Process and KPIs: Currently, staff report systemwide and service category KPIs in quarterly reports. Minimum targets are missing for boardings per revenue hour and cost per passenger. Moving forward, staff will include reporting on individual route performance and include goals for the two missing KPIs.

The proposed updated systemwide KPIs, listed below, will give staff and stakeholders a sense of how the overall system is performing.

Current and Proposed Systemwide Fixed-Route KPIs

Metric	Target
Passengers per Revenue Hour	15 or more
Cost per Passenger	\$15 or less
Farebox Recovery	8.5%
On-time Performance	85%
Complaints per 10,000 Boardings	<1
Missed Trips (Service Availability)	<0.1%
Mean Distance between Service Calls	>25,000 miles
Mean Distance between Preventable Accidents	>100,000 miles
Equity Priority Areas Served by All Day Service	85% or more within 0.25 miles of a SamTrans bus stop or Ride Plus zone

Note: Bolded targets are proposed to be added as part of the 2025 SPF update.

At the route level, the primary KPI will be boardings per revenue hour. This KPI is broken into three bands: meets standard, monitoring, and not meeting standard. Routes in the second band (“monitoring”) will be tracked more frequently and receive targeted marketing. Routes not meeting standard will have “action plans” created, targeted marketing, and will be considered for service changes, such as routing and scheduling adjustments, alternative service delivery methods (e.g. shuttle or microtransit), or discontinuation².

The proposed updated route-level KPIs, listed on the next page, will give staff and stakeholders a sense of how each route category is performing.

² Equity priority and lifeline routes will not be discontinued unless a viable transportation alternative is provided.

Current and Proposed Service Category KPIs

Metric	Frequent Routes	Local Routes	Community Routes	Express and Limited Stop Routes	School-Oriented Routes	Owl Service Routes
Minimum Boardings per Revenue Hour						
<i>Meets Standard</i>	15 or above	10 or above	7 or above	16 or above	25 or above	5 or above
<i>Monitoring</i>	10-14	7-9	5-6	9-15	20-24	Below 5
<i>Not Meeting Standard</i>	Below 10	Below 7	Below 5	Below 9	Below 20	Below 5
Cost per Passenger						
<i>Meets Standard</i>	\$15	\$20	\$35	\$15	\$15	\$35
On-Time Performance						
<i>Meets Standard</i>	85%	85%	85%	90% ³	90%	85%
Max Load						
<i>Meets Standard</i>	150%	150%	150%	100%	150%	100%
Missed Trips						
<i>Meets Standard</i>	<0.1%	<0.1%	<0.1%	<0.1%	<0.1%	<0.1%
Complaints per 10,000 Boardings						
<i>Meets Standard</i>	1	1	1	1	1	1

Note: Bolded targets are proposed to be added as part of the 2025 SPF update.

³ Express and Limited Stop and School-Oriented routes should only track on-time performance based on arrival at the last bus stop (i.e., the employment center or school) in the morning and the departure from the first bus stop in the afternoon.

If the Board adopts the 2025 SPF update, staff will use the updated KPIs in the upcoming *Reimagine SamTrans* fixed route evaluation and update Quarterly State of Service reports, including for more detailed route-level performance information.

Background

The SamTrans Service Policy Framework was initially developed and adopted as part of the *Reimagine SamTrans* comprehensive operational analysis completed in 2022. The current SPF, adopted in 2022, can you be found at: <https://www.samtrans.com/projects/service-policy-framework>.

Prepared By:	Kate Christopherson, AICP	Principal Planner, Operations Planning and Scheduling	650-622-7877
	Jonathan Steketee	Manager, Operations Planning and Scheduling	650-551-6166
	Millie Tolleson	Director, Planning	650-622-7815



SamTrans Service Policy Framework Update

Item #13.c.
11/5/2025



November 5, 2025

What is the Service Policy Framework?

SamTrans' Service Policy Framework (SPF) outlines:

- How we categorize, design and plan our service
- How we use data to define the SamTrans Equity Priority Areas
- How we conduct effective route design, customer communications, and develop infrastructure to support effective and efficient bus service
- How we use Key performance indicators (KPIs) to evaluate our service and measure success

The current SPF was adopted by the Board of Directors in March 2022.



SamTrans (San Mateo County Transit District)

Service Policy Framework

Adopted March 2, 2022



Our Service Planning Guiding Principles



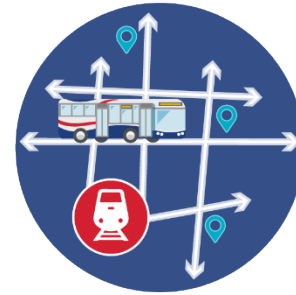
Customer Focus

Employ
customer-focused decision-
making



Workforce Delivery

Design service that can be
reasonably delivered by
our workforce



Effective Mobility

Be an effective
mobility provider



Social Equity

Support social equity and
direct resources into *equity
priority areas*

Aligning with 2024
Strategic Plan Core
Values:

 **Equity**

 **Excellence**

 **Innovation**

 **Partnership**

 **Safety**

 **Sustainability**



What's Been Updated Since 2022?

1. Incorporated new data set from 2023 American Community Survey and updated methodology for identifying Equity Priority Areas
2. Clarified process for siting and relocating bus stops
3. Added criteria for undefined Key Performance Indicators (KPIs) at the service category and network levels



Why Now?

- More recent demographic data is available to update underlying data (2023 American Community Survey)
- Incorporate lessons learned since initial development to address gaps in bus stop siting guidance
- SamTrans fixed-route ridership has largely rebounded to 2019 levels
- Ridership and demand has mostly settled into new patterns since COVID-19



Update 1: Equity Priority Areas

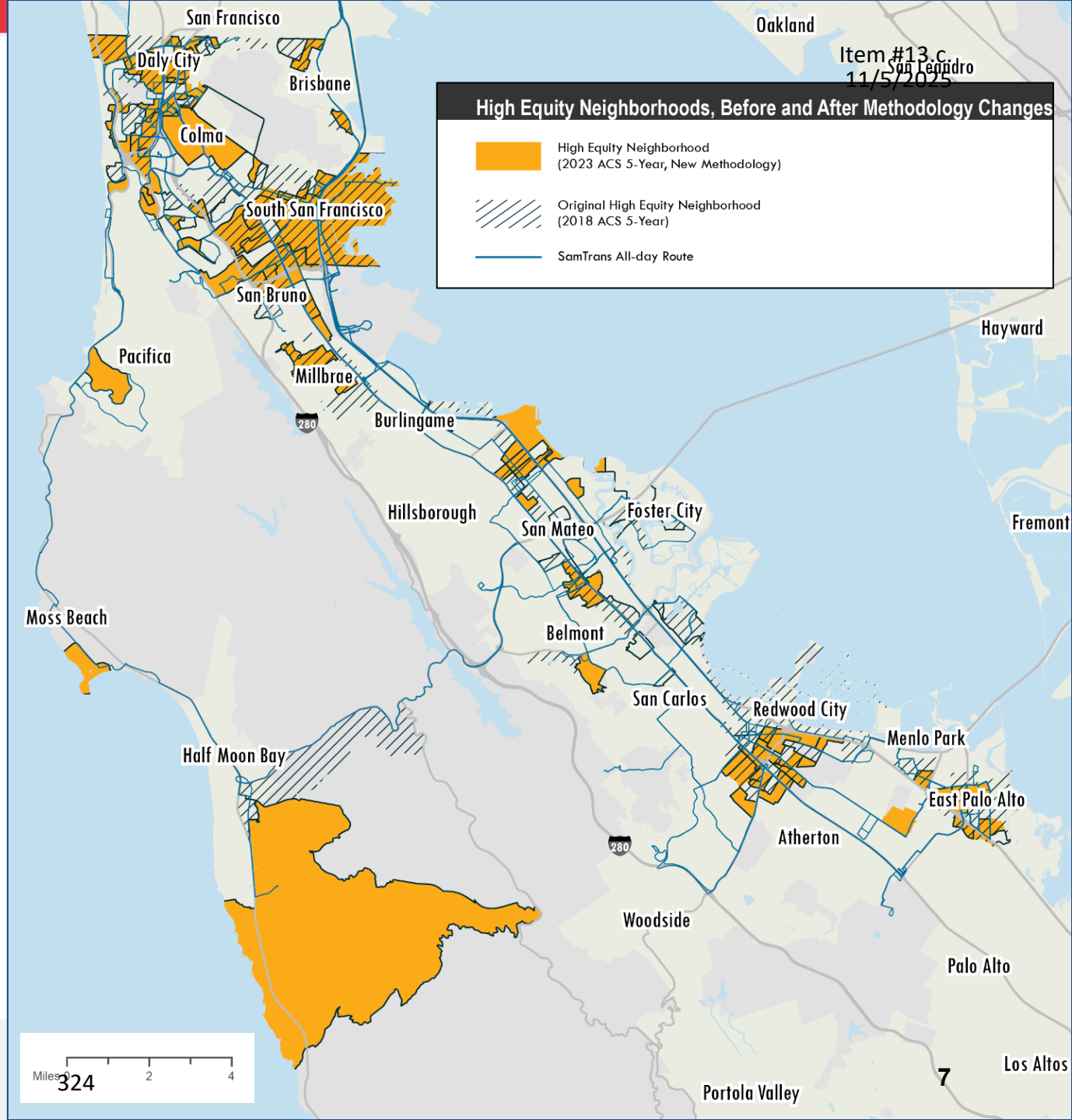
- **Equity Priority Areas** are neighborhoods where residents are less likely to have access to a private vehicle and more likely to work low-wage jobs, identify as people of color, or spend more than 30% of their income on housing.
- **Mapping these areas helps staff understand and prioritize service in areas of highest transportation need and benefit.**



2025 Equity Priority Areas

Areas of:

- Belmont
- Brisbane
- Colma
- Daly City
- East Palo Alto
- Half Moon Bay
- Menlo Park
- Millbrae
- Moss Beach
- Pacifica
- Redwood City
- San Bruno
- San Mateo
- South San Francisco



Update 2: Guidance for Bus Stop Siting

- Since the SPF was adopted, staff have received numerous requests from the public and operators to add/relocate/remove bus stops.
- SPF update **adds clarity** on when to approve or deny bus stop requests and **offers transparency to the public** on internal decision-making process for siting bus stops.



How to Site and Change Bus Stops:

Add a bus stop when:

- New route implemented
- There is a gap in bus stops and existing stop spacing exceeds recommended distance
- New construction results in the creation of a new origin/destination (e.g. new housing, senior center, business, school, or medical facility)

Relocate a bus stop when:

- Reported and confirmed safety incidents occur due to stop location
- Change to physical environment (e.g. installation of new driveway) that conflicts with the bus
- Stop cannot be made accessible or conform to other laws (e.g., distance from pedestrian crossing)
- Stop is not compliant with recommended bus stop spacing or placement guidelines

Remove a bus stop when:

- Route serving the stop is discontinued
- Reported and confirmed safety incidents occur due to stop location and there is no appropriate place to relocate
- Change to physical environment (e.g. installation of new driveway) creates conflict and there is no appropriate place to relocate
- Existing stop is not compliant with recommended stop spacing (i.e., it is too close to previous and next stop)



Update 3: Service Evaluation Process & KPIs

Today:

- Staff report systemwide and route category KPIs in quarterly reports.
- No minimum targets set for boardings per revenue hour or cost per passenger.

Moving Forward:

- Reports will include individual route performance, as well as systemwide and categorical trends.
- Reports will include information on routes that are or are not meeting productivity targets.

This is the District's first update to KPIs post-pandemic.

- Reached out to peers to see their updated KPIs targets and learned many have not updated theirs yet to post-pandemic service.
- With no peers with which to compare, we used minimum targets at the 85 percentile¹

¹ Except for Express/Limited Stop and School-Oriented routes, which were set at the boardings/revenue hour needed to equate to \$15/passenger³²⁷



Updated Systemwide Fixed-Route KPIs

These KPIs provide a snapshot on how the overall system is performing.

Metric	Target
Passengers per revenue hour	15 or more
Cost per passenger	\$15 or less
Farebox recovery	8.5% or more
On-time performance	85%
Complaints per 10,000 boardings	<1
Missed trips (service availability)	<0.1%
Mean distance between service calls	>25,000 miles
Mean distance between accidents	>100,000 miles
Equity Priority Areas served by all day service	85% or more within ¼ mile of a SamTrans bus stop or Ride Plus zone



Updated Route Category Level KPIs

Metric	Frequent	Local	Community	Express & Limited Stop	School-Oriented	Owl
Minimum boardings per revenue hour						
<i>Meets standard</i>	15 or above	10 or above	7 or above	16 or above	25 or above	5 or above
<i>Monitoring</i>	10-14	7-9	5-6	9-15	20-24	--
<i>Not Meeting Standard</i>	Below 10	Below 7	Below 5	Below 9	Below 20	Below 5
Cost per passenger						
<i>Meets standard</i>	\$15	\$20	\$35	\$15	\$15	\$35



When a Route Falls into the Monitoring Category

Routes in this category will:

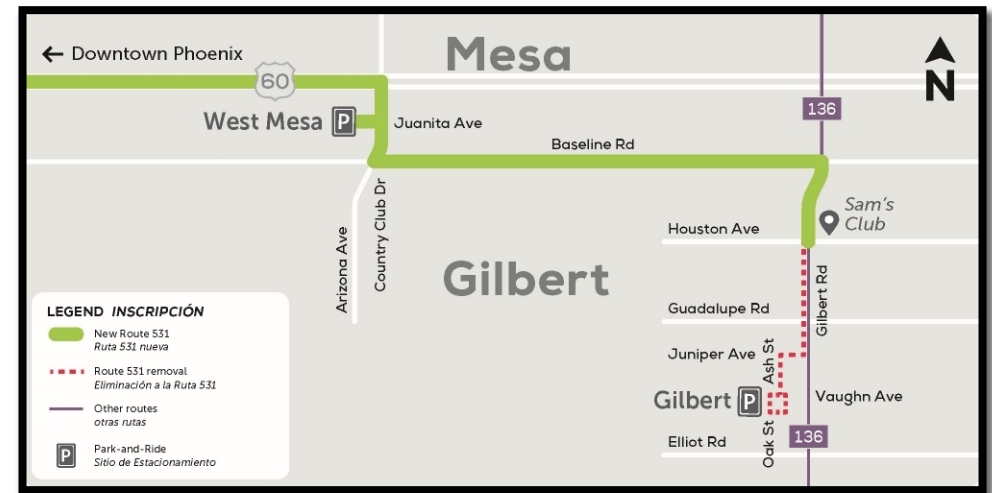
- Have performance tracked more closely
- Receive targeted marketing and outreach



When a Route is Not Meeting Standard

Routes in this category:

- Get an "action plan" to improve or adjust service
- In addition to marketing, the route could see:
 - Routing adjustments (e.g., straightening, shortening)
 - Scheduling adjustments (e.g., frequency, span)
 - Alternative service delivery model (e.g., shuttle, microtransit)
- Final option: Discontinuation³



Example from Valley Metro



³ Equity priority and lifeline routes should not be discontinued unless a viable alternative is provided.

Next Steps

- Incorporate feedback from today
- Bring final version to December meeting for adoption
- Use updated KPIs in upcoming *Reimagine SamTrans* fixed route evaluation
- Update Quarterly State of Service reports to include updated KPIs and more detailed route-level performance information

SPF is a living document and will be updated at least every three years with new data.





Please email ChristophersonK@samTrans.com with any questions.